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#### The 2015 edition of the world's ultimate desert rally was again dominated by KTM!

Red Bull KTM Factory Racer Marc Coma clinched his fifth title on the KTM 450 RALLY in a harsh battle against nature, competitors and himself. Meanwhile in his debut year Australian Enduro Legend, Toby Price impressed from start to finish by utilising his vast offroad versatility to podium with a third overall on the KTM 450 RALLY.

For these 2 men and KTM, Dakar is again the ultimate test, by demonstrating once more what it means to be READY TO RACE!

2001 » 2002 » 2003 » 2004 » 2005 » 2006 » 2007







TOBY PRICE































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## CONTROVERSIAL SIGNINGS AND REC REG

When the KTM Off-Road Team signed youngster Tye Simmonds it raised a few eyebrows in the off-road racing world. There were moreexperienced pilots going without rides in 2015 who had slaved away for years without a deal.

You could understand why some of them might have felt like they'd been given the cold shoulder.

But the decision to have the likes of former motocrosser Simmonds on the team might be a stroke of genius by new team manager Ben Grabham. Like all good managers, regardless of your business, it is important to implement your own business strategy, rather than stick to the old one. Obviously, the reason you're in charge is because the bosses are unhappy, so why stick with something that didn't work!

While Simmonds might be unproven in the off-road world, clearly he has a unique talent on a motorcycle, with several junior Aussie and world motocross titles to his name, but his achievements in the off-road racing world had been close to zero until he took out the endurocross at the Moto Expo in Melbourne late last year.

Since then Tye has gone on to win the Deep

Well Motocross, and post some solid results at the opening round of the Enduro-X Nationals. This then begs the question, was this youngster a gamble? Should KTM have gone with an elder statesman who might not take the world by storm but would guarantee to be there at the end of the season? Only time will tell but so far it looks like Grabbo knows what he's doing!

In other news, we've had a lot of feedback in regards to our petition to get recreational registration in NSW that we've been running on the ADB website.

Many of you want to know what's happening about the other states. The reason NSW is first cab off the rank is because NSW is the closest state to getting rec reg over the line. NSW also have an election coming up that could go down to the wire and a petition like this before a state vote is the best way to put pressure on the powers

The other states will get a petition that readers can sign which will be sent to the appropriate government authorities, but at this stage it is easier to focus on frying one fish at a time.

Stay tuned...



ADB Enduro Editor, Jake Stapleton gets sideways on a Beta during the 300cc 400cc enduro comparo Photograph // Jeff Crow

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# LEGAL RMX450Z HIT FLOORS

Suzuki is expecting big things from its Aussie-built, street-legal RMX450Z enduro machine, with a long list of back-orders meaning stock is going out the door before bikes even make it into showrooms

The new ADR-approved, 450cc enduro model - based on the company's successful RM-Z450 motocrosser ridden by Matt Moss - is now on sale with a price tag of \$12,490 (plus on-roads).

While basically a road-registerable version of the RMX450Z enduro racer, local engineers have to make a number of changes to comply with Australian Design Rules.

As well as the required mirrors, indicators and brake light switches, the 449cc. DOHC machine's front brake line, headlight and other components had to be ADR tested.

There are nearly 50 new components, including tiny LED indicators, ADR tyres, headlight insert, switchblock, throttle restrictor, chainguard, taillight and a 'self-retract' rubber foot on the sidestand. Regular dualsport riders will be pleased to know that an ignition key has been fitted to make it harder to steal the RMX.

Suzuki's national marketing manager, Lewis Croft, said he was expecting the RMX450Z to be a strong seller due to its attraction to a younger generation of rider.

"Our DR-7400F is more for the mature demographic of rider." Croft said.

"The RMX450Z is something that will appeal to the younger riders due to its motocross pedigree.

"We expect the majority of buyers to be young guys and enduro racers who want the DNA of our motocross bike as well as the high-performance engine mods."

When asked about projected sales, Croft said he was confident the bike would post good numbers this year, based on the current back-order list.

"We have in excess of 200 backorders," Croft said.

"When we had the RMX250 [two-stroke] in the Suzuki range, we were selling more than 500 units in a year.

"I think we are on target for those sorts of numbers this year with the RMX450Z."

The RMX450Z has been priced just over \$500 lower than Yamaha's popular WR450F, but above the Kawasaki KLX450R and Honda CRF450X.



## NDA TAKES DATA LOGGING

Honda has taken steps to patent elements of a new motocross data-logging system which includes a gyro and sensors to measure a bike's pitch, lean and steering angle.

Current GPS-based data logging systems for MX use sensors to measure throttle position, revs, speed and a

host of other variables. The global positioning system ties the data to specific sections of each track.

The gyro and steering sensor that have been added by Honda are what make its new system interesting.

The gyro is mounted just behind the fuel tank and

above the airbox in the patent drawings. It's a straightforward sensor; just like those used in smartphones. It can sense pitch and yaw, as well as the rate of movement, and feed all the information back to a computer.

The steering sensor uses a cable running through a guide

wheel mounted on the steering stem, just above the steering head.

One end of the cable is anchored to the guide wheel while the other runs into a sensor attached to the top of the frame. As the handlebar turns, the cable slides in and out of the sensor, enabling









# KI BACKS

Suzuki Australia has confirmed it will take the new RMX450Z into battle this year, with a satellite racing team acting as a toe-in-thewater exercise ahead of a possible distributor-backed assault next year.

Speaking to ADB, Suzuki Australia's Lewis Croft confirmed plans to blood the RMX450Z in enduro competition, along with the RM-Z250, but would not be drawn on specifics.

"We presently have an agreement with a high-calibre E2, 450cc class rider who will race the RMX450Z in the Australian Off-Road Championships and the A4DE," he said.

"We can't say too much at the moment, we are still in the process of working out all the details."

Croft also confirmed that if the deal was signed in time, the new bike-and-rider combination could make its Australian competition debut at the second round of the Enduro-X Nationals in Sydney on 28 February, being staged after we went to press.

He reiterated that this year was an exploratory mission for Suzuki Australia.

"This is a toe-in-the-water exercise, allowing us to look at the possibility of expanding our enduro presence in the future," Croft said.

## TO NEXT LEVEL

engineers to see what the steering angle is at any time.

Information from the gyro and steering sensor has obvious uses when it comes to data-logging and has potential for stability control similar to MotoGP.

While traction control is banned in the FIM motocross regulations, the ability to tie in engine output

to steering rotation and lean angle may fall outside the FIM's definition of traction control because it wouldn't be reacting specifically to the loss of traction. Engineers could effectively have an aggressive engine map for straights and softer, more controllable output when the bike is leaned over in a corner.



# GAS GAS NOT GOING ANYWHERE

Gleeson told ADB Gas Gas had put its foot

enough. The Spanish government stepped in to

help negotiate for the company and, as a result, almost two thirds of the debt has been wiped.

Gleeson believes that Gas Gas is actually "in

the best financial position it has been for a long time". As far as Gleeson is concerned, Gas Gas

Australia will continue to receive parts and is

functioning in it's own right," said Gleeson. He

believes the Spanish government has been a

expecting more bikes in coming months. "It's great that the company is still

down and told the banks that enough was

Gas Gas is in the clear financially after the Spanish government stepped in to help, the Australian importer says.

Early last month reports surfaced that Gas Gas had halted production and stood down staff while it sought to pay off a €24million debt (about AUD\$27million). Company president Yariv Gilat confirmed the reports, saving that the measures were necessary to reach agreement with its bankers as it tried to establish long-term financial plans.

As a result, 500 employees at the

company's Spanish headquarters were put huge help and that it will try to ensure the company's doors remain open. As we went to on standby. Australian importer Jeff Gleeson print, a statement was expected from says things are now the factory, in Girona, near Barcelona. looking good for the Spanish brand. The sweet EC450 is expected to arrive soon

### NEW AUSSIE-SPEC V-STROM 650XT

Suzuki's V-twin-powered V-Strom 650 range has expanded with the introduction of an off-road oriented 650XT Cross-Touring model, available in full-power and LAMS models.

The move to offer the two XT Cross-Touring variants alongside the existing LAMS and fullpower road-orientated 650 models, comes in response to public demands for a dirt-slanted 650cc V-Strom for Australian conditions.

Both versions of the 650XT Cross-Touring feature spoked wheels, with a 19-inch front and tubeless tyres. The styling includes a beak

with integrated ducts to improve cooling. The LAMS model is \$10,990 while the full power model is at \$11,490, plus on-roads.





The steering head area has been altere

The full 2015 range of TXT Racing trials bikes from Gas Gas are now available in Australia.

This year's bikes boast a number of upgrades, including new and lighter triple clamps, an updated radiator cooling fan and a re-designed exhaust header cone for improved low-rpm power delivery from the two-stroke engines

The frame is largely unaltered but has a revised steering head to prevent water and dirt getting into the bearings.

The new Braktec package fitted to the range features a redesigned master cylinder

and an AutoStand system on the rear caliper to assist with fast rear-wheel changes.

The 125cc TXT Racing has a new crank and crankcase, resulting in a performance boost for the baby of the range.

In good news for those who want to ride their trials bikes a little further, all TXT Racing models can be fitted with a larger tank and seat unit, which is available from dealers.

Gas Gas Motos Australia has confirmed pricing for the TXT trials range at: 125cc -\$9100, 250cc - \$9700, 280cc - \$9800 and



Better low end will help with stunts



#### **DAKAR DAYS**

There were good signs for Sherco's forthcoming 450SEF-R enduro in South America with Sherco TVS teammates Alain Duclos and Fabien Planet finishing 25th and 29th first-up in the gruelling Dakar Rally.

# SHERCU

Mitch Harper joins roster as new importer ramps up French manufacturer's enduro effort

French motorcycle manufacturer Sherco is fielding its first official enduro racing team in Australia, with backing from oil giant Motul and tyre manufacturer Pirelli.

The team will operate as Motul Pirelli Sherco Enduro Team, and is headlined by two young guns of the sport, NSW-based Broc Grabham and Victorian Mitch Harper.

The duo made their Sherco debut at the opening round of the Australian Enduro-X Nationals in Brisbane riding a stock Sherco SEF-R 300, with Harper finishing fifth overall. It was an impressive comeback for the 23-year-old who suffered lifethreatening injuries in December, 2013.

"I was pretty crook," Harper said.

"I suffered broken vertebrae, punctured lungs, bruised heart and kidneys and a lacerated liver. It's been a long road to recovery.'

Sherco brand manager Stephen Tuff said the partnership between Motul and Sherco mirrored that of the Sherco TVS Racing Team.

"The Motul Pirelli Sherco Enduro Team is in for a huge 2015. We'll be contesting the Enduro-X Nationals, the Australian Off-Road Championship, the Australian Four-Day Enduro and selected desert events," Tuff said.

"Pirelli has a string of MX and enduro titles here in Australia partly because the tyres are great, so it's comforting to know that our riders will be going into off-road battle with the best tyres and lubricants available."





#### SMITHS' NEW

Todd and Jake Smith have launched their own team, Smith Brothers Racing. Backed by Honda, the Condobolin-based brothers will ride under the banner of Cairns Coconut Resort Honda Racing.

The team has made its debut at the Enduro-X Nationals before tackling a jampacked desert racing calendar. Formerly members of the GHR Honda team led by Glenn Hoffman, the Smith brothers have both tasted success in the desert.

"It's a great feeling for Todd and I to have

complete control of how we want the team and bikes to be set-up," Jake said.

Todd said it had been a long-time dream.





#### **CONSISTENT DUNGEY LEADS**

Trey Canard (Honda) claimed victory in the sixth round of the AMA Supercross series in San Diego, California, but the consistency of Ryan Dungey (KTM) ensured he remained the series leader with 127 points, ahead of Ken Roczen (118) and Canard (109).

#### **BLAZUSIAK UNBEATABLE**

KTM's Taddy Blazusiak pulled off a last-lap move to take victory in the third round of the SuperEnduro World Championship in Helsinki. Finland. The victory continues Blazusiak's unbeaten run in 2015. The Polish rider leads with 169 points ahead of David Knight (148) and Johnny Walker (129), all on KTMs.

#### RAGA BREAKS THE DROUGHT

Gas Gas rider Adam Raga finally broke the stranglehold of Toni Bou (Repsol Honda) when he claimed victory in the third round of the FIM X-Trial World Championship in Pau, France. It's the first time Bou has been beaten since 2010. Bou still leads the championship on 55 points, ahead of Raga (47) and Sherco rider Albert Cabestany (36)

#### **GIBBS CLAIMS WOODVILLE**

**Queenslander Kirk Gibbs (KTM Motocross** Racing Team) has become the first international rider in 25 years to win New Zealand's Woodville Grand Prix. Gibbs claimed victory in the one-day event ahead of defending champion Cody Cooper. The NZ motocross champ returned serve in the three-heat MX1 competition, posting a 1-1-1 scorecard ahead of Gibbs' 2-2-2.

#### SIMMONDS DOES DEEP WELL

Tye Simmonds (KTM Off-Road Racing Team) proved he's a serious contender for enduro titles this year after claiming victory in one of the toughest and hottest one-day motocross races in the world – the Alice Springs Deep Well event. Simmonds posted a 3-1-1 ahead of his KTM teammate Ivan Long, with Damon Stokie (Honda) third.



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# **KOWEN FOREST RIDE**

#### HOW TO STAR IN ADB

The annual Kowen Forest Ride is on again and you don't want to miss it! Held in the Kowen State Forest near Canberra, the ride is one of the highlights of the trailriding calendar and ADB will be there once again. That means you could get your ugly mug in the pages of Australia's biggest-sellling dirtbike magazine!

The ride is run by the Dual Sport Motorcycle Riders' Association. Here are some of the important details:

e: 11-12 April, camping available Cost: \$180 which includes riding, camping and a one-year DSMRA membership. Numbers: The ride will be capped at 350 people, so get in quick!

Entertainment: Live band, big screen, bonfires Trails: There are over 100km of dedicated trails. Guided beginner rides also available. The ride will include plenty of singletrack, but all levels are catered for with plenty of 'chicken' and 'rooster' options, plus the beginners' ride.

Terrain: Challenging hillclimbs, creeks, rivers, swamps, plenty of loam, pine plantation, and not too much nasty clay.

ood: Grub will be provided by the Vietnam Veterans' Association.



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Spares: While organisers will be on hand to help with broken-down bikes and bodies, make sure you come prepared with all the necessary tools and parts. Spare tubes and other bits and pieces will be

FOR MORE INFORMATION, HEAD TO WWW.DSMRA.ASN.AU

# NT THIS

You've probably heard by now that we are giving away one hell of a prize. If you subscribe to ADB, or renew your subscription for 12 months, you will go in the draw to win this Suzuki RM-Z250.

This isn't any ordinary motocross bike either. For the past six months, we have been building up this bike into a motocross/enduro weapon. The bike has over \$5000 worth of extras thanks to our friends at Pro Circuit, States MX, Force Accessories, Vortex Ignition, Shock Treatment, Ringmaster, Mayerick, Polisport, ODI, ARC, Emig. Cycra, RHK, Twin-Air, RK Chains and Dunlop. The bike has a headlight, taillight, horn and mirror and recreational registration for Victoria if you are lucky enough to live there. This is a once-in-alifetime opportunity, so don't hesitate; fill out the coupon on page 34 or visit www.magshop.com.au/ adb to organise your subscription.



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- Vortex Ignitions ECU
- Dunlop MX52 tyres
- Suspension tuned by Shock Treatment
- Ringmaster graphics
- Recreational registration

# INDUSTRY CORNER

- Organisers of this year's Australian Four-Day **Enduro. the Tasmanian Endurance Riders** Club (TERC), Coastal Motocross Club (CMXC) and the Motorcycle Enduro Riders Club (MERC), have launched a Facebook page for the October event. It's the first time the annual classic has been contested in Tasmania in its 37-year history.
- The GYTR Yamaha team's YZ250Fs of Wilson Todd and Mitch Evans will run on ETS 100 MA-3 this season. The French ETS Racing Fuels company was formed in 1989 and supplies a growing list of motocross teams across Europe and the US.
- American supercross and motocross legend Ricky Carmichael has been inducted into the Motorsport Hall of Fame of America. From 1997 through to 2006, Carmichael won 10 consecutive national titles in the 125cc and premier classes. He's one of 216 motorsport champions inducted into the hall of fame in the last 27 years.
- An agreement between New Zealand's JCR and Australia's CDR Yamaha teams has seen them join forces for a combined assault on the New Zealand and Australian motocross championships. Riders and mechanics from CDR have been in NZ providing technical support for the NZ motocross season. In return, JCR manager Josh Coppins will come to Australia and work closely with local riders to improve their technique.
- Red Bull KTM factory rider Dean Wilson has been sidelined for the remainder of the AMA Supercross series after injuring his knee in a practice crash. Following the accident, Wilson underwent surgery for a torn ACL and MCL. His return to racing will be determined by the speed of his recovery.
- Penrite Oils has renewed its sponsorship of the Broadford Bike Bonanza. This year's seventh running of the event will be over the Easter weekend, 4-5 April. The 2015 theme is 50 years of bikes at Bathurst (1938-1988). In addition, the English Rickman brothers, their iconic Metisse and a selection of British oddities will be celebrated.





Write to us at: ADB Letters, Locked Bag 12, Oakleigh, Vic 3166 Email: adbmag@bauer-media.com.au





#### LETTER OF THE MONTH

#### THE GIRLS ARE COMING

First up, let me say what a great mag ADB has been and still is. I started reading when I was 10 and I am now 43. Both my kids have followed me into riding and racing.

I have got to say, though, I think there are some massive opportunities to be had. I don't know how many of us have noticed but there are more and more girls getting into racing and Go Girls motocross series in Queensland is a case in point.

These events are massive, the girls get to race and the guys go for the girls.

My daughter lives for the Go Girls series and we, as parents, are so proud of the effort she puts in and it would be great if the series actually got some magazine coverage. Don't

under-estimate the calibre of riders either!

I know travel and accommodation adds cost to your publication but it would be great to see some of your tests and features put together at regional clubs. The reason for this suggestion is many regional clubs struggle for numbers, even though the tracks are awesome. Like Chinchilla, Qld - red loam track, big berms and country people. We have a great track and, like most regional clubs, rely on the generosity of local earthmoving businesses and hire companies to donate their machines to do track work and a small group of people to keep it alive.

Featuring tracks in regional areas might just make 5-10 extra riders make the trip to ride a track that's a little bit further away and this makes a huge difference to the club. Out of the urban areas there is not a lot to do. It's either horses or bikes (thankfully, my daughter

Anyway it would be worth the effort to visit some of those clubs.

Keep up the great effort and may KTMs fade and Yamahas rule the earth, or XRs!

#### G'Day Gav,

We're always open to editorial content on guys and girls, so long as it is relevant to the country as a whole. We have a few things coming up concerning women in our sport, so stay tuned!



#### **ADAMCIANCIARULO**

Hashtag can't stop won't stop. #PT



#### **BILKOFMX**

How's this mad dawg of a team mate @sheenyfmx #buffman @monsterenergy #monsterenergy #doatripleflip #maddwag #goodthanks @ foxheadaustralia @foxracing



#### JW7

Gettin some moto's in with @mosig8 track was prime timeyy today #3912 #camo #cantseeus



#### **MATTHEWPHILLIPS19**

Spinning the legs today up in the mountain with @90bomber. #Freddo



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#### **REC REG SAVED ME**

Twenty five years ago I was caught riding my bike with 17 others in Anglesea, Vic and was fined for not having rego or a licence. The officer fined all 18 of us. He advised us he wanted us all to learn a lesson and rec reg our bikes as we would be covered by TAC in the event of an accident. I was the only one, that I am aware of from that day, who did obtain a motorbike licence and rec reg.

In May, 2013 I crashed my KTM 450 in South Australia, which almost cost me my life. I was airlifted. looked after in an SA hospital then airlifted again to Melbourne and remained in hospital and rehab for five months.

I'm now a paraplegic and all my medical bills etc are paid for by the TAC. The rec reg was the best thing I ever did. It's such a small yearly fee you would be insane not to have it.

Fung Swai

#### **NOT SO CLEAR**

"The rules are clear, especially around licensing and registration, and people need to comply 100 per cent of the time." (Keeping it Legal, ADB, March, 2015)

Trying to find out which roads we can ride on with rec reg can be confusing as the law says: "Roads with a posted limit of 100km/h and must not have an arterial classification." Does this mean if we come to an intersection with an arterial classification we have to turn around?

Sure, know and comply 100% with the law but come across the wrong cop and the legal interpretation never goes your way. Cops love to have a dig at bikers.

Nani State

We hear you, Nani. We're still on the case with VicRoads and the Victoria Police Solo Unit and will try to get an answer to your question in time for Part 3 of our reg reg feature in the June issue. In the meantime, there's an update at www. adbmag.com.au

#### **AIR HEAD**

I've been following your magazine for four years (with a subscription, of course) and I noticed in your January, 2015 issue you reviewed the Suzuki DR-Z250. I was thinking about buying one as I need a new dirt bike due to mechanical issues

with my current one. I was just wondering if you guys know of any alternatives to the Suzuki that I should look into.

I'm after a 250 for sure and it has to be carburetted and air-cooled as I ride in the bush along cattle and horse tracks, and dirt roads. The bike also has to be road legal and be registerable in Queensland as I'm turning 17 in a few months and want to be able to get my motorbike licence and ride on the roads. Budget is also a huge factor

It'd be awesome if you guys could come up with any bikes in this category and compile a list for me to choose from (I reckon it'd be a good idea to do a shootout of bikes like the DR-Z250 that can go through the bush without overheating).

Anyways, thanks a lot for reading all this and I hope to hear from you guys soon. Keep up the good work!

**Barrry Legend** 

This would make for an interesting comparo Barry. The other bikes we could include would be the Honda CRF230F, and the Yamaha TT-R230 and XT250. Keep your eyes peeled for a comparo soon...

#### **A WRISTED DEVELOPMENT**

Thought I would send you an X-ray of the left wrist I broke in a family holiday on the west coast of Tasmania, I crashed my Yamaha TTR250, which resulted in the broken wrist, a punctured tyre and a bent disc brake! I'm now upgrading to a near-new Honda CRF450X.

Samuel Evans



ADB Ed Mitch here Sam, you're not alone, I snapped my left wrist six years ago in a dirtbike crash and had three plates and 12 bolts put in. But you know what they say about our sport "it isn't a case of if I hurt myself but when!"

### OFF OUR FACE

Here's a taste of the most popular items off our Facebook page this month. Be part of the ADB community and follow us at: facebook.com/adbmag

#### **BROWNIE WINS RND 1 OF ENDURO-X**

Mike Brown took out the opening round of the Enduro-X Nationals last night in Brisbane. There were some big crashes, including an over the 'bar job by Tye Simmonds, and Chris Hollis also went down and looks to have damaged his right shoulder. Who's your pick to win the series?

Matthew Kin Gy Mike Brown will probably win. But wish Chucky or Price could get the Aussies a win. **Courtney Oakman** 

Tve Simmonds is my pick **Darren Bright Mr** Toby Price of course



#### DO YOU WANT REC REG IN NSW?

Hit the link and sign our petition to show the government that we want Rec Reg!

And we haven't forgotten the other states! We will continue to push the issue in Qld, SA, WA, ACT and NT.

www.adbmag.com.au/.../recreational-registrationfor-n.../

Richard Mccrae Will this include guads and trikes? Craig Croke My KLX450R costs the same to register as my Nissan Patrol!!!!!! \$780 for 12 months in the Northern Territory.

Zeb Colic Wouldn't it be easier for everyone to just move to Victoria = dirtbike capital.



#### THE GREAT DEBATE

What do you think? Should two-smokers be allowed to compete against four-strokes?

Find out what the stars say at:

www.adbmag.com.au

Paul Stickland Bring back the 500 2-stroke what a machine I'm all for it

Paul Foster Can't wait until someone rolls up with a hybrid 450 two-stroke

Dane Pjevac The mx2 nationals champ won on a 4t. It's all about the rider



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# **GRANT, TOMAC AND A PODIUM**

To finally get back on the podium at Oakland was a huge relief. It has been a long time coming but I honestly didn't think it would take four rounds.

At Anaheim 3 I didn't get the result I wanted but I was really happy with my pace. While my start wasn't too bad, I kind of got hustled off-line and pushed back on the opening lap so, essentially, I made it hard for myself.

Track position is everything and had I been up the front to start with, instead of having to work my way back up to the front, I feel I would definitely have finished in the top three.

In San Diego the track was tough for the main. I didn't adapt to the changing conditions well enough to do any better than a distant fourth, but we did make some more ground with the bike.

I definitely feel, as a team, we have been getting stronger each week, even though our results on paper don't reflect it. There have been a lot of questions about an incident with my teammate, Josh Grant. In no way was it deliberate and to even suggest I would deliberately take out my own teammate is ludicrous.

Josh and I talked about it after the race and. while he was obviously bummed, he wasn't mad at me. I triple, triple, tripled and he missed the last triple. I was committed and he protected his line. He did everything he should do and, unfortunately, we just came together.

I can honestly say I have never been so nervous watching an LCQ (last-chance qualifier). I was like, "please JG get a holeshot and make this happen". Josh has been doing a pretty solid job, improving week in, week out and breaking into the top 10 in Texas.

A lot of people want to know if I actually get involved in his racing. As I wear two hats, that of team owner as well as rider, I guess our relationship is a little different.

We talk about what is going on and I do review his videos as well as my own. I am not afraid to tell Josh to try something, especially when I see him having similar issues to me on track.

Every Monday we debrief as a team and I give my opinions on everything from my own performance and Josh's performance to team logistics and operational issues so, essentially. Josh has access to everything I have.

I know you all want to know my thoughts about the incident with Eli Tomac in Texas so here goes ... The inconsistent application of rules is becoming more and more evident and to be honest, it is seriously frustrating.

I was taken out by Eli in a deliberate block pass yet, despite his acknowledgment that it was payback for something he believes I did a week earlier, nothing was done.

This was not the first time that has happened and it won't be the last.

Don't get me wrong, I am all for rules and sticking to the rules, but we need consistency.

We cannot have different interpretations of the rules for different people. It is not good for the riders and not good for the sport.

What happened has happened and we can't let it deter us.

The focus is to keep on pushing hard. As a team we know what we are capable of and our goal is to get back on that podium.



TO SUGGEST I WOULD DELIBERATELY **IS LUDICROUS** 



### IT AIN'T ALL FUN AND FACEBOOK

I'm sitting here in my apartment in Italy reflecting on the three months since my last race – the Six Days. It leaves me thinking about my preparation, with only two months until the first world championship round.

It's always difficult to find the perfect balance of how much time to stay away from the bike. After the season, I was completely spent. I missed home, missed my family and my mates and still had a big cut in my foot.

Before I went to Europe two years ago, the guys I spoke to said to be careful because there would be a lot of pressure to perform. Being a young guy I was like ("Yeah, nah mate, all good, I don't get pressured").

Now I understand what they meant. Here is a typical list of the people that work for you on a race day at EWC:

**Timekeeper** – keeps track of the scores.

**Mechanic** – all the bike stuff.

Manager – to take care of behind-the-scenes.

**Chef** – to keep you fuelled.

Plus two or three 'followers' who keep score and help at the special tests.

On a week day I have my mechanic who follows me to every training session, takes my times, coaches me where he can and tries to improve my bike every ride.

All he asks is that I put in 100 per cent on race day and we share a great respect.

There's nothing left unsaid – no bullshit, that's how I like it.

Now, here is where the pressure comes from. All these people take care of you and feel the

same highs and lows as you, so it can be a really shit feeling when you have a bad day, so you try to make sure it doesn't happen.

Not every race has to be a first place, but to think like a champion you need to be like a champion. I honestly believe you can't be a champion without a great team.

It's always a bitter pill to swallow on race day when you can't pull it together. For us last year the goal was to podium every race, a very realistic goal if everything went well. (No crashes, no

# SAME TEAM SAME BIKE ONLY A NEW NUMBER A BIG, BIG TARGET ON MY BACK

mechanical issues, because it's motorsport we are never given a guarantee to finish).

So when it went bad, me and my mechanic Cenz [Stefano Cenzin] would make up a realistic position for the race, whether it be second or third, and we would just ride to get that position and feed off every test time, sometimes good, sometimes bad.

Every race we used this system and we were satisfied with the result. In one round I was running seventh two tests before the finish. We came back to take third by half a second. It was like winning the race, seventh would have been disastrous for the championship.

Like I said, I am so lucky to have this support team. We finished every race on the podium except one, where I smashed my foot. Compliments to the team.

I think it's kind of easy to picture a factory rider having this perfect easy life, just ride the bike, go to the gym, write some social media updates. What you won't see is the two hours on the bike every day, gym one-three hours depending on the day. Then to try fit in some communication with friends and sponsors. Your day is done and you are exhausted.

This sort of came to my attention when I saw new KTM Australia factory rider Daniel Sanders post about his new ride.

There was a lot of judgement and kind-of jealous people commenting on Facebook.

In my opinion he is the most deserving rider for that ride

His family put in a lot of effort to get him to all the races, Vic Off-Road and AORC, endurocross, plus Wildwood, a good following on social media, always well mannered.

He's a bit of a different character but gets the score on the board. Good on ya, Chucks!

This month I'm in full swing testing and training. Next column I should be able to share an insight about my bike set-up and teammates.







### **SEWN UP FOR ENDUROCROSS**

Since arriving home from the ISDE in November, I have been enjoying the offseason. During this time I've been thinking predominantly about endurocross, and how much hernia repair operations suck. Let's get the bad part of the off-season over and done with, shall we?

I had a forced rest of five weeks over Christmas to have a hernia removed that I had had since last year's A4DE in August. It wasn't too bad because two of those weeks I wouldn't have really ridden anyway.

The week before Christmas I assistant coached at Motorcycling Queensland's Under-21 training camp with Rod Jenner and Chris Urquhart, which I do every year. There is no riding on this camp, it is five days of fairly relentless physical training and lectures on everything from nutrition, to recovery and travel hints.

This was only a few days after the op, so I wasn't a huge help to the guys, but it is always fun to meet the up-and-comers from across all motorcycling disciplines.

At Christmas, my family spends a week at Rainbow Beach. It is usually one of my favourite weeks of the year, filled with beach cricket, bicycle riding, handball tournaments, roller blading, a mad hike and heaps of swimming ... but even ping pong was too much for me this year (I had to settle for

Wii Golf and puzzles. Not long after Chrissy, I was able to get back into a bit of off-bike training and then before long, my tummy was all healed and I was back on the bike, and thinking about endurocross!

I am so stoked that we have an endurocross series here in Australia.

It is super fun to race and just as interesting to watch. I am running the new Yamaha YZ250FX cross-country bike this year and I am soooooo happy to have the electric start. As I write this, the first round in Brissy is just over, I may have had a stack or two, and I am still finding new bruises.

I struggle to link everything together in endurocross. I had a massive brain fade (the only excuse I can come up with anyway) and came up short on the tyre double in the final and ended up fifth, but I hadn't had a clean run in any heat or practice session.

So despite my hard work over the offseason, I have a bit more prep to put in before the second round in Sydney ... Iron out a few kinks. I think! Did get a holeshot though and the rest of my starts were good so I am loving the power of the FX.

Okay. So I might have exaggerated a bit when I said the only things I thought of were recovering and prep for the Enduro-X Nationals. I have also started a round of "motivational leadership" talks at primary

schools in the Gympie area. I spoke to three schools' Grade Sixes a few days ago and it went really well, so I get the chance to have another run at a bunch of schools.

Having a motorcycle in the school library really gets the kids' attention, but it was a great hour talking about what it takes to be the best you can be. I enjoyed passing on what I have learned so far about believing in myself, working hard, injuries and failed attempts at the world champs, being organised and getting

And finally, I have, of course, been flat out getting organised and getting the funds together to head back to the World Enduro Championships. This year the women's rounds are being held in Spain, Portugal, Belgium and France. After finishing in fourth on both days in the final rounds in France last year and second at the ISDE I am feeling good for this year.

Remember you can keep up to date with what's happening via Facey (Jemma Wilson) and Instagram (jemyw). Hopefully some of you will be in Sydney for the second round of the Enduro-X Nationals, which will be over by the time you read this.

Jemma Wilson spreads the gospel at the Kia Ora State School north of Brisbane.





# INTRODUCING....2015 VX-PRD4

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On top of all this, Terry Hay from Shock Treatment will dial in the suspension to suit the winner so the handling is always on point. This is the first time we've given a reader the opportunity to win a heavily modified ADB Project bike, so don't miss your chance to be in the running!

\* Note: This unique Suzuki RM-Z250 has been modified & track tested by the ADB team, so it's slightly used. Bike has been used for approx 20 hours.







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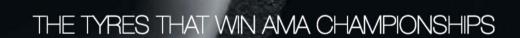
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ith many manufacturers competing for sales, and a vast range of machines on the market, enduro fanatics are truly spoilt for choice. Gone are the days of having to live with a high-revving 250cc or taming a 450cc or 500cc powerhouse. We now have a mid-capacity class that can give us the best of both worlds.

Most European manufacturers have come up with their own distinctive contenders for this booming category which leaves us with the Sherco SEF-R 300, Beta's RR350 and two Austrian/Italian/Swedish cousins: the KTM 350EXC and Husqvarna FE350. Beta also has a second option in the RR390.

Although this band of renegades has its own category, the different capacities mean that a direct shootout would not really do each machine justice. Instead, we decided to simply highlight the positives and negatives of each bike and focus on what type of riding each bike is best suited to.

#### **TESTING GROUNDS**

After a late arrival into Melbourne airport, an evening trip down the Great Ocean Road and minimal sleep, I found myself in the beautiful Victorian bush and the designated enduro riding area in the Angahook-Lorne State Park. The terrain on offer was mixed singletrack of hard-pack and sand, and also some fast and very whooped out sand sections.

Riders on hand were Con Thermos, who is an experienced trail tour operator and has had seat time on almost every enduro bike available, Cam Donald who is a professional road racer with a passion for dirt bikes who spends a heap of time cross training on either enduro or trials bikes, ADB Editor Mitch Lees, who has ridden everything from a 250cc through to a 1200cc, and myself, ADB's Enduro Editor and ex-pro enduro racer.

I have been lucky enough to ride practically every enduro bike on the market over the last few years. With a great riding spot and a group of riders with varied abilities and interests, we had all the elements needed to get a good idea of exactly how each bike goes about its business. Here's what we found:



There have not been any huge changes to the FE this year. Changes to graphics, seat cover and exhaust internals don't really offer much rider feedback, so the Husky feels identical to last year's.

That's not a bad thing. The Husky has great handling. It really swallows any type of terrain.

For standard equipment, the WP suspension is the best package on offer (it's similar equipment to that on the Sherco). The 4CS fork soaks up small chop easily and the WP shock with linkage seems to allow the rear of the bike to squat just enough to

keep the back wheel tracking across rough terrain, but not squat so much that it gives the bike a chopper-like ride.

Like previous models, my only issue with the suspension and handling of the Husky was simply that the 4CS fork dives through the stroke too far when riding at pace. This often upsets your approach to corners and leaves you wide of your intended line.

Cam, who is lighter than me, agreed: "The FE350 is plusher than the KTM."

Mitch found the Husky hard to stop and guide through corners.

# THIS ENGINE WOULD, WITHOUT A DOUBT, BE A REAL STANDOUT FOR **TRAIL RIDERS**

"I found the FE350 really hard to pull up coming into corners compared with the Sherco. Probably because the Sherco's a more nimble, smaller package," he said.

Oddly enough, the power delivery on the Husky felt different to the KTM.

We agreed that the Husky was smoother through the bottom-end to mid-range but slightly down on top-end grunt.

The likely cause: a different airbox from the KTM resulting from the composite subframe. But the extremely smooth power curve, paired with the amazing









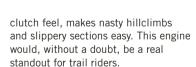






#### **BEST ALL-**ROUND **HANDLING**

Although I found the Husky to be a little unsettled through high-speed, rough terrain, it was the bike that maintained good handling for a wide variety of terrain and for different riding abilities



At 183cm (6ft) I have issues with the Husky's cramped riding position. There's a big dip in the middle of the seat that leaves the footpegs and seat too close together.

A flat, aftermarket seat would be my first purchase for this bike.

Con also said he didn't like the ergos as much as some of the others.

"I found you tended to sit down into the bike rather than on top and also thought the tank felt wide in comparison to the KTM," he said.





The Sherco is in a class of its own in terms of the riding style required to make it work. At first I found the Sherco down on power and with nervous handling capabilities. After putting in a little more seat time, I realised the reason I'd judged it so harshly was that I thought it should feel and handle like a 350cc.

The 300cc Sherco feels much more like a beefed up 250cc than a 350cc and the style required to make the bike work is in tune with this characteristic. Once I started riding with more aggression and begun revving the

engine higher, the 300 really started to perform. I soon realised that my corner speed had increased and that I was able to take a different, and often tighter, line than on any other machine.

This really comes down to its incredibly agile handling. Even though it's a similar model of suspension, the WP kit has a completely different action to that of the Husqvarna. The shock sits very high in the stroke, which accounts for its ability to hold tight lines and really knife the front wheel through turns. The fact that the Sherco turns on a

dime means it inevitably feels a little skittish at speed.

When we consider the ergos, the elephant in the Sherco closet is that this bike feels so small. Not necessarily in height but most definitely in length.

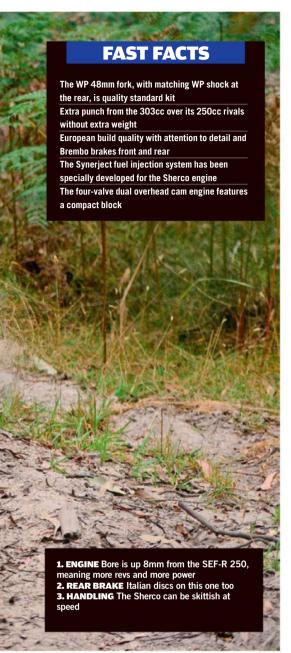
The wheelbase feels shorter than anything else out there. When trail riding through tight and technical sections the bike has an almost mountain bike like feel, which is a great atribute in tight terrain.

The rest of the time it felt like the front wheel was almost below the engine. Besides the sharp

handling and nervous feel at speed, this also gives the cockpit a very crowded and cramped feel. The adjustable handlebar clamps came in handy here and the furthest position forward made things a little roomier.

The top-end of the Sherco was impressive and gave a feel similar to that of a tricked-up 250 motocrosser. I really had to remind myself to stay in a lower gear and just let the thing have its legs with a southern twist of the throttle.

Mitch also liked the top-end but found he struggled on









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SHERCO SEF-R 300



Both the Sherco and Beta were in a close fight for this one. Both bikes felt incredibly nimble but the Sherco just got the edge due to its predictable handling in these tight sections

### **ONCE I STARTED RIDING WITH MORE AGGRESSION AND BEGAN REVVING THE** ENGINE HIGHER, THE 300 REALLY STARTED TO PERFORM

hillclimbs due to a lack of bottom-end power.

"I just found that I wasn't getting up the steep hills as well as I could because it just doesn't quite have that lugging capability," he said.

Of course this is where the

50cc less in the pot really comes into play. I think a slight change in approach to hillclimbs is required on this bike but when you consider the added benefit of a lighter and precise feel it all pretty much evens out.

The dual map ignition is an

amazing feature that allows you to tone things down or leave it in fast mode.

Cam said: "I found the map switch made a big difference in the power delivery and this would be a real positive for both trail riders and racers.'



Team Orange has done a sterling job on the updates to this model. If you wanted to take a bike out of the crate and go racing, then the KTM is your machine.

The KTM handled race pace through rough sections incredibly well and made you feel as though you had everything under control.

This was the only bike that I felt truly confident on through the deep sand whoops. I could enter the straight and loft the front through the deep holes without too much concern about where it was going to land. This confidence-inspiring front-end

#### THIS WAS THE ONLY BIKE THAT I FELT TRULY CONFIDENT ON THROUGH THE **DEEP SAND WHOOPS**

came down to its positioning.

The front-end sat high in the stroke and didn't blow through on hard hits, much like the Betas. This great fork was backed up by a solid shock that would track well in tricky sections but, most importantly, had the low-speed compression needed to stand up

to the big hits without bottoming or rebounding out of control.

Cam said: "I thought the KTM was the most versatile and forgiving bike."

Mitch said: "When I rode the KTM through the whoops I thought, 'I've finally got this section nailed'. This really just

came down to the fact that I was confident that this bike would not unexpectedly get all swapped up and spit me off."

This really enables you to tackle obstacles or rough sections with aggression and confidence. Suspension settings are always a give-and-take thing and the down







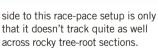






# **BEST RACE**

At race pace the KTM is night and day ahead of its competition due to superior handling and a broad powerful engine



The KTM seemed to have a broader powerband that gave the option of either short shifting or bouncing off the rev limiter. The throttle has a more snappy, race-like feel than the other bikes.

Everything is in the perfect position on the KTM. I really feel like I'm able to maintain a textbook riding style on the Kato and that really just comes down to how everything is positioned. The handlebar, seat and footpeg position are ideal.



The main focus for Beta's 2015 four-stroke range, was to shed weight from the engine and improve handling. A reduction in material through the crankcase lead to nearly 2kg coming off the RR350 engine.

An increase in low-speed compression damping to both the Marzocchi fork and Sachs shock have been made with the aim of achieving a better balance front and rear.

The drop in weight and suspension modifications have made a huge improvement to the overall handling. It feels most at

home in tight and technical terrain due to its agility.

This was most noticeable when riding singletrack sections with endless switch backs.

The 350 Beta really allows you to keep a constant and smooth flow through these sections and avoid riding with an unsettling, stop and start pattern. Although the fork held up strong and high through the rough sections, the shock blew through the stroke on the hard hits. This could be easily overcome with stiffer spring rates, valving and sag settings.

The other big change for the 350 was the switch to electronic fuel injection. Fed by a 42mm Synerject throttle body, the Beta now has a crisp response that makes it more precise.

At 105kg with gear, Mitch noticed this the most, "It's [Beta] a massive difference between the 350 and the 390. It feels responsive wherever you are in the rev range".

The Beta and the KTM engines felt the fastest of the 350s, "The engine I really liked. It had good power. It was nearly as fast as the KTM!" Con said.

Pair this accurate fuel delivery, with the light Brembo hydraulic clutch and you have the perfect ingredients to make technical climbs a breeze. Riders with a trials background will love this aspect of the Beta. It enables you to make a plan of action and execute it the way you intended.

The ergos offer a different feel to the other machines. With a low, flat seat, you can get your weight forward, over the front.

The low seat brought up some differing views from our testers. Mitch and I found the seat too low, making for a cramped riding









#### BETA RR350 Туре Single-cylinder, DOHC Displacement 349cc Bore × stroke n x 57.4mm Cooling Liquid Compression ratio 13:1 Fuel metering Syneriect EFI Fuel tank capacity 8L **Transmission** Six-speed Clutch Wet, multi-plate hydraulic DIMENSIONS Wheelbase 1490mm Seat height 940mm Ground clearance 320mm Dry weight (claimed) 111.5kg SUSPENSION Fork Marzocchi 48mm USD Shock Sachs monoshock BRAKES Front 260mm Nissin wave disc Rear 240mm Nissin wave disc **RUNNING GEAR** Handlebar Front Michelin Enduro Competition Michelin Enduro Competition Rear PRICE & CONTACTS Distributor betamotor.com.au Phone number (03) 5439 6333 Warranty Six months parts and labour



With some significant updates for 2015, Beta has taken a huge step forward and this bike is now a capable race machine or a lively trailbike

#### THE DROP IN WEIGHT AND **SUSPENSION MODIFICATIONS HAVE** MADE A HUGE IMPROVEMENT TO THE OVERALL HANDLING

position. However, both Cam and Con said they really liked the seat for low-speed, technical terrain and thought that a lot of trail riders who spend much of their rides in paddle mode would also find this to be a positive aspect of the Beta's ergos.

Cam said: "At Low speed it had very sharp steering but at high speed it felt a bit vague."

Everyone agreed that the Nissin brakes were substantial and did a fine job, but they were a little behind the eight ball compared to the progressive and predictable Brembos.

Compared directly to the other 350s, the Beta needed to be revved hard and ridden aggressively. The engine was linear and strong throughout the range but had a stand out, top-end power delivery.



The obvious question here is "does 40cc really make all that much difference?" The answer is that, in this case, it does.

Mitch said: "I thought there was a massive difference between the 350 and 390. The 350 is a race bike, whereas the 390 is a fantastic trailbike."

The RR390 is a bike that you can ride comfortably on those long-day trail rides. The power delivery is all torque at first, giving this machine unreal climbing ability.

In all honesty, none of us could really pick that this bike did not

#### I WAS SURPRISED THAT THE 390 WASN'T **INJECTED BECAUSE IT HAD THE SMOOTHEST THROTTLE RESPONSE**

have the EFI of its smaller capacity sibling. In fact, Cam said: "I was surprised that the 390 wasn't injected because it had the smoothest throttle response. I thought the great bottom-end and excellent throttle response makes this the ideal climbing weapon."

The mid-range is still strong

with plenty of snap to get you instantly up and over obstacles. One of the main reasons the 390 is more suited to trail riding than racing is its slight lack of top-end. The 390 doesn't rev out like the 350 but it also doesn't have the legs of a 450.

The engine characteristics and Beta's slow speed trials-like

handling made it a great hill climbing machine. Like the 350, the RR390 is very agile and most at home in tighter sections of trail. You can take a slightly different approach to these tight sections on the 390 and allow the bottom-end to chug along while short shifting.

The ergos again took some time

# **FAST FACTS** Dropping the capacity from 400cc to 390cc and re-profiling the cam has resulted in the engine being 1kg lighter, without sacrificing output The 40cc boost over the Beta RR350 is all about adding lashings of torque The smaller engine and chassis combination makes it more agile than a 450, without giving away too much power The new seat softer padding to improve comfort New silencer allows the engine to breathe more 1. ENGINE No it's not a 400cc 2. REAR BRAKE Same set-up as the RR350 3. AGILITY Pick a wide line and avoid some of 4. TURNING Jake scrubs off speed













#### **BEST ALL-ROUND TRAIL BIKE**

The 390 really stands out as a great trailbike because of its ability to lug you up hills with ease, like a big bore, but still has the handling characteristics of a smaller-capacity machine

to adjust to, with an extremely low seat but tall front-end. After spending more time on

the Betas we all became reasonably comfortable with the feel and this simply required a little more effort to get your riding position and technique right when compared to the other bikes.

Overall the 390 has a slim and nimble feel that I would easily gel with after making some personal tweaks such as a different handlebar, higher seat and stiffer shock valving and spring.





# THAT'S A WRAP

When we consider the highlights of these mid-sized bikes over their smaller and bigger rivals, the standout point is their versatility, particularly as trailbikes. As a group we decided it was hard to shy away from the KTM as the "do-it-all machine", but the truth is each bike stood head and shoulders above the rest in it's own area of expertise.

Whether you're a smooth operator or ride with aggression, a mid-capacity machine

makes life easy. The fact that none of these machines fits the usual racing classes does not mean they aren't capable of being good race bikes either. With the right rider, each of them is capable of winning races, no matter what they're up against.

- 1. DUST STORM The Kato will need a filter clean
- 2. FLIGHT DECK The Sherco gets the bars moved
- 3. PHOTO CALL The boys discuss options
- 4. LUNCH The Gingerbread House is here somewhere









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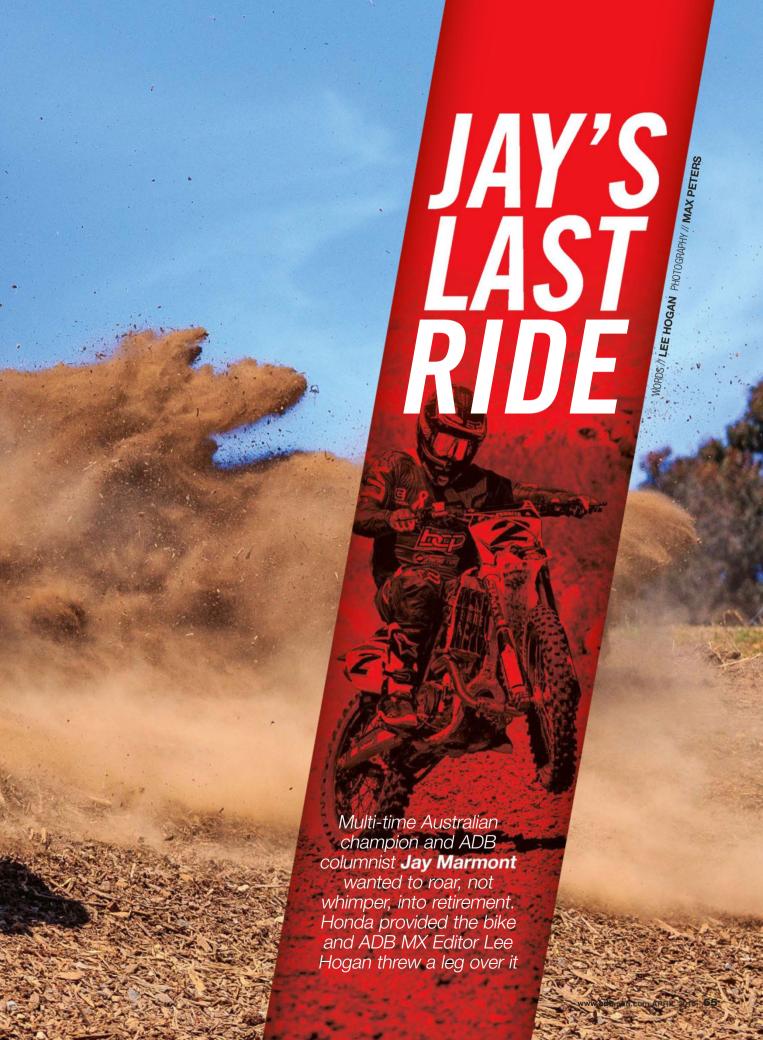






## FACTORY TEST I JAY MARMONT'S PENRITE HONDA CRF45OR









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the ponies that this bike was putting out.

But you can't truly know until you fully gear up and get to ride it on a proper track.

I can honestly say that I have never ridden a bike in my whole life that has more throttle response than this one.

The throttle actually feels as if it is directly connected to the rear wheel.

You twist that grip one millimetre and it has an instant effect on acceleration. After picking the pace up for a few laps I came to the conclusion that this bike can fit into one of two categories depending on one very important factor, whether the rider has throttle control or not.

If the rider has no throttle control then this is a dangerously fast, aggressive monster of a powerplant that would sit a 120kg bloke on his arse quicker than he can twist the throttle 10mm too fast. However with some finesse and throttle control I found this engine to be quite possibly the best engine I have ever ridden with.

There is bulk top-end, hitting close to 61hp, but with enormous bottom-end and mid-range. If you want smooth power and are prepared to roll it on then that is what you will get.

But if you stuff up a corner and still need to huck a triple that you probably shouldn't attempt then just punch it and give the left side of the 'bar a quick slip of the clutch and hold on because you're about to get launched.

When Marmont told me a month or so before that this bike had the fastest engine, by far, that he had ever used I was reluctant to believe him. But after riding it at Nunawading I had no doubts in my mind that it was the fastest bike I had ever ridden and right up there as one of the best powerplants.



**REAR WHEEL** 

EZE FACTORY HUB IS LACED TO EXCEL A60 RIM WITH 50-TOOTH JT SPROCKET AND RK 520 RACE CHAIN



TWIN PEAKS

THE PRO CIRCUIT TIG FACTORY PIPES ARE MATCHED TO A COMPLETE PRO CIRCUIT CYLINDER HEAD, VALVES AND PISTON



**FOOTPEGS** 

RAPTOR CUSTOM TITANIUM FOOTPEGS ARE CRANKED BACK 5MM FROM STOCK

#### SUSPENSION

The bike felt very well balanced and, as expected, soaked up just about any hit that I could give it on the circuit. It has been a long time since I have raced supercross or even ridden a fully-prepped supercross bike and I expected the Honda to be really stiff and not really want to tip into turns unless I was carrying warp speed. Especially knowing how Jay likes to set up his bikes with really snappy, aggressive power and super stiff suspension.

I was actually shocked at his SX set up, which was plush and very rideable. I had no problem tipping the bike into turns, holding lines and soaking up small bumps which you just don't expect from supercross suspension.

If anything I actually bottomed the fork a couple of times with an accidental over-jump on one of the big tabletops. When speaking to Powelly he mentioned that they had gone in a completely different direction with Jay's suspension and it was paying off. The A-Kit fork worked well in all circumstances on the track and took all the punishment I could throw at it.

The rear end tracked well and complemented the front. Like most top-level rider's supercross bikes, Jay's Honda was ever so slightly higher in the front than in the rear. There is nothing worse for a SX rider than to feel like you are going over the front through the whoops or charging into the face of jumps so you will almost always find that the good of boys' bikes are slightly higher in the front.

You just need to get a bit more aggressive with your weight over the front of the bike and that will help when tipping it into corners.

If you ride this bike defensively off the back then the front will push in the corners and you will feel like you are riding a BMX.





#### **ERGOS**

Jay's Honda is comfortable to ride for most people. It isn't a fat bike but nor is it too skinny. The footpegs, 'bar and seat positioning allow plenty of room for big riders but also, with a few minor adjustments, suits smaller riders well.

Jay's bike was fitted up with a super-grippy Topline seatcover that locks you into position in the corners and stops you from moving around too much during starts. Like I mentioned earlier, Jay runs custom Raptor footpegs that are set back 5mm and this gives you noticeably more body weight over the rear, which needs to be balanced by getting your helmet and the top half of your body a little bit more forward. The offset pegs also give a bit more room in between your left peg and the gearshift for anyone with size 10 and above boots, which was nice for me, being size 11.

#### **BRAKES**

The new Hondas come stock with one of the best caliper/lever/master cylinder set-ups going around but, like most of the Japanese bikes out there, they are let down by a rotor size that is too small for the weight of the bikes. The 2015 model Hondas come with a bigger, 260mm disc which is way better, but I still prefer to go up another 10mm, which is what the Penrite Honda team runs.

This does a great job of stopping a full-blown race machine that picks up speed at the blink of an eye. There are a couple of disc brake manufacturers that make a 280mm rotor but I believe for 99% of riders out there, this is a bit of overkill. The rear brake works very well in stock trim, with plenty of power.

#### SOUND

The Factory Pro Circuit USA spec system sounds tough and produces lots of power. It really allows the bike to breathe properly. As far as legal noise levels go in Australia this particular setting straddles the legal requirements, but no more so than any of the other factory race teams here other than, perhaps, KTM which runs a very long and muffled system.

The twin pipes allow the bike to carry its weight a lot more central than those with single mufflers. which can be noticed slightly when out on the track.



**FACTORY FORK** 

SHOWA'S A-KIT FORK, REVALVED BY STEVE POWELL, BOLTS TO BEEFY CNC-MACHINED EZE TRIPLE CLAMPS



#### **HANDLEBAR**

TAG METALS X2 SPORTS IGNITION MAP SWITCH AND BOLTS TO HRC



#### **SEATCOVER**

PENRITE HONDA SHOPPED LOCAL FOR CUSTOM TOPLINE UPHOLSTERY

#### **TYRES**

Penrite Honda runs Pirelli tyres and, unlike a lot of the other tyre manufacturers, what you see on the factory bikes is what you buy at your local motorcycle shop on the weekend. The production Pirelli tyres work very well and that is exactly what I was riding with on Marmont's bike.

Pirelli Mid-Soft 32s were fitted to the Honda CRF450R and these tyres work well on most surfaces but they are at their best on a tacky track. The longevity of these tyres may not be the best but, man, they stick well.

We ran 13psi front and rear with heavy-duty tubes to prevent any punctures. A set of machined EZE hubs, which are super strong and lighter than the stockers, were fitted to black A60 rims from Excel to complete a very cool wheel set.

#### **HOW DOES THE PACKAGE RATE?**

This bike is one of the most impressive I have ridden. It has a mind-blowing, complete Pro Circuit engine from America that was brought over for Weston Peick to race last year in supercross and it had that much power that he had to tame it with a full Euro-spec (quieter) Pro Circuit exhaust.

I rode the thing with the aggressive USA spec system. Mind-numbingly fast. The throttle, clutch, grips, seat cover and footpegs all combine to create a comfortable feel that makes you want to go fast.

The fork works well in the various situations you find on the track while the shock does its job well, with no nasty surprises.

But more importantly the fork and shock work well together. Too many top-level supercross riders get caught up in setting up their suspension for the first two laps of practice when you have massive whoops, no bumps and can rail corners at a million miles an hour.

For that reason I like the direction that Jay has gone with his suspension and the overall development of the bike. This really is a true race weapon, but should have a few little signs hanging on the handlebar such as 'handle with care' or 'experts only'. Because this bike could give new meaning to the phrase 'Whisky Throttle'!

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Below: Mick Sinclair doubles Hudson around the backyard. And the neighbours were none the wiser!



# THE SOUND OF SILENCE

Braaap's latest pit bike masterpiece is the neighbour's favourite toy

emember swinging off your neighbours' Pee Wee 80 after school? Or building motorised pushbikes with whipper snipper engines and then racing your mates until one of them blew up? They were the good ol' days. I can't remember the last time I saw a kid riding a motorised pushbike, or a few hooligans dubbling each other down the tar on a Pee Wee 80. It seems these great pastimes were lost soon after the start of the noughties.

We can blame modern digital gadgets for keeping kids inside, but I reckon the truth is that as a nation we have become soft. Not just in the physical sense but also in an environmental and personal space sense. Parents are less inclined to allow their kids to hop on a homemade motorised contraption, or cut some laps in the street behind the local shops on the communal PW80, because they don't want little Johnny to get hurt, but also because they are afraid of what the neighbours will think.





Well I say stuff the neighbours! If I heard a Pee Wee 80 on full throttle being ridden by three or four kids in the park adjacent to my house, I'd march over there, get the stopwatch out and start timing. Tragically there aren't many like me and you reading this. Most of the world doesn't share a dirtbiker's sense of adventure. adrenalin, excitement and freedom. So they build an extension and trap their kids inside, afraid they might hurt themselves or disturb the neighbours.

And that is where the braaap Silent comes in. When we got word braaap was building a legitimate electric kids/pit bike I was on the blower to braaap founder Brad Smith. He assured me this was not a cheap, nasty electric pit bike like you might see on EBay but a hardcore electric bike that runs the same componentry that the pitbikes in their Superlite range run.

So as soon as they landed in the country, Brad flicked one our way to put through a series of slightly different tests to what you would normally see.

# KIDS WHO DO NOT POSSESS EXCELLENT THROTTLE CONTROL WILL FIND THE SILENT A LITTLE DIFFICULT

THE AIM To test how irritating the bike is for neighbours. Could it be ridden as a trailbike? Was it just a child's training mule and could a grown-up have fun on it?

WHERE We needed to test the bike in a built-up suburban area so we ventured to East Bentleigh, Melbourne, where young gun Jett Kipps turned some laps in his local park and in the backyard. It was essential this be done in a suburban area. For the second part of the test we headed to the family farm near Goulburn, NSW WHEN A test of this nature needed to be done when it was most likely to piss off the neighbours, so first thing in the morning during school holidays was perfect.

WHAT The braaap Silent is an electric bike that is so quiet when I rode it around the office no one even noticed (see video at www. adbmag.com.au)

#### ADULT TO

At just shy of 100kg I was knocked out of my socks by how powerful the braaap Silent is. It looks no bigger than a 65cc dirt bike but it packs a punch like no petrol machine. This can be seen as a good thing and a bad thing.

For a bloke my size, the more power the better when riding a mini bike. The braaap Silent is powered by a 48v Catavolt motor that puts out 100Nm and weighs only 55kg.

The Superlite range of braaaaps are designed to cater for adults as well as kids.

In fact braaap claims to build its bikes specifically for adults by pushing the ergos, such as 'bar and 'pegs, out to a comfortable position for taller people.

By doing this your knees will point down and won't be up under your chin.

Kids who do not possess excellent throttle control will find the Silent a little difficult, or at least more difficult than a 50 or 65cc petrol machine. The reason for this is that the throttle is far more aggressive than on a petrol bike.

With an electric motor, one would be safe to assume full power



## /// -Z450





comes on straight away, like a light switch does. To control the power, The throttle has a set amount of contact points in it, these contact points talk with the battery controller delivering power to the rear wheel. The power delivery is governed by how far the throttle is twisted just like on a regular bike.

This was made patently clear when I turned up at Mick Sinclair's house to give his son, Hudson, a crack on the braaap Silent. Huds is

He's on the small side but, as it turns out, even a bigger four-year-old would have struggled with the power and height of the braap Silent.

The power was impressive for someone my size and so was the componentry. As I stated earlier, braaap uses the same parts on the Silent as it does on its other Superlite machines.

So the bike is held together by a sturdy chromoly frame with reinforced steering head and frame.

The footpegs, which actually boast a large surface area for a minibike, are mounted as far back as possible.

The bike is suspended on an upside-down telescopic fork (like on your big bike) and a heavy-duty shock. I found the fork action better than anticipated, especially as a big bloke, but the same cannot be

# THE ONLY COMPLAINT HERE WAS A SQUEAKY REAR BRAKE, WHICH DESTROYED STEALTH MODE

said for Jett (who is less than half my weight at 32kg).

A decent, twin-piston front brake, braided brake lines, 15mm oversize hubs, heavy-duty wheel bearings, oversized spokes and heavy-duty rim bands make up the rest of the machine. The only complaint here was a squeaky rear brake, which destroyed the braaap's

As an adult's play thing, to get you from house to house, or fridge to fridge, it is a load of fun. These things haul arse and the oldies in your street won't be able to hear your late night shenanigans because the

The only noise it produces comes from the knobby tyres and squeaky brake. As an adults' playbike for cruising between garage bars, I give it 4 out of 5 powerpoints.

- 1. Jett found the braap kinda weird
- 2. Hudson just found it kinda big
- 3. Smashing leaves in the 'burbs





The Silent carted all 55kg of her around the farm without a hitch. In fact it actually gave Abbey more confidence in her riding.

Abbey has been cautious to throw a leg over the 110cc postie bikes we have spare at the farm, but the prospect of riding a bike with no noise and minimal size, brought a smile to her face.

We rode it up steep hills and down long gullies, and even through a water crossing, for nearly one and a half hours before the power started dropping off.

In fact even my mum called me after seeing the video of Abbey riding on the ADB Facebook page (yes, my mum is on Facebook) and asked how much they were because she wanted one for around the farm!

Abbey gave it 4.5 powerpoints out of 5 as a cheap trialbike for those who are a little unsure about hopping on a loud, heavy, petrol bike.

The braaap Silent is the ultimate backyard warrior. Of all the backyard riding we did we didn't get one complaint!

The brakes and the throttle stood

power came on, it came on really

throttle so far to find that friction

worked better than the fork. because it wasn't as hard.

"The handling was a big surprise and impressed me because the weight was down low.

"The grips felt pretty normal and were quite comfortable, as was the seat, like my Cobra.

"The height and dimensions felt really similar to any 65 out there.



#### RACER TEST I NATIONAL CHAMP'S QUAD



Age: 23 Lives: Narre Warren North, Vic

#### **CLAIM TO FAME**

1st 2014 Australian ATV Championship 1st 2014 ATV Invitational, China

1st in class, 48th outright, 2014 Finke Desert Race 1st 2014 Victorian ATV Championships





- Main: Mitch trains for FMX
  1. The Flexx handlebar is up an inch
  2. Suspension is super plush
  3. These things are wide



WORDS // DYLAN RUDDY PHOTOGRAPHY // NATHAN JACOBS It's taken years of determination

for Mitch Van Vliet to win the quad nationals

hat's the hardest thing about riding a quad? We've all heard the joke. And if you haven't, a quick Google search will enlighten you. The bottom line is that dirt bike guys love to make fun of the quad crowd. In the eyes of many two-wheel fanatics, quads are just dirtbikes with training wheels, couches on wheels or a way for Old McDonald to get around the farm. Quad riders ruin ruts on motocross tracks and apparently are much more dangerous than two-wheelers. But the truth is that quads aren't all that bad. In fact, if you watch one get around a motocross track, you will be amazed at what these things can do.

Now we don't want to take sides here. We are a dirtbike magazine first and foremost, but at the same time, we think it is time to give a little respect to our four-wheel riding brothers and sisters.

#### **PITCHFORKS**

So put down your pitchforks for just a moment and learn a little about this crazy world of all-terrain vehicles. First, a confession; I actually enjoy watching quad racing.

Back in 2012, I went with a mate of mine to the final round of the Australian ATV Championships in Maffra, Vic. I had never really seen quad motocross before and I didn't really have any major interest in the four-wheel machines. In fact, I was still cursing the quad that had blocked my path mid-way through the first leg of the Finke Desert Race a few months earlier. But that day at Maffra changed my mind.













The riders were throwing their quads over the same jumps that two-wheel riders launch off. They were even managing slight whips over the main tabletop. The action was fast, furious and highly entertaining. I began to realise that maybe there is something to this four-wheel sport. Maybe quads aren't just for farmers and guys who can't ride dirtbikes.

Yamaha's Rvan Lancaster took out the title that day, but in third was a 20-year-old Victorian by the name of Mitch Van Vliet.

Two years later, Van Vliet is the Australian ATV Champion and I am standing with him, and his championship-winning quad, on a farm in Yellingbo, Vic. In the paddocks behind the house lie two tracks; a motocross-style circuit and a supercross layout. The property is owned by a mate of Mitch who has generously opened his gates for us today.

neighbourhood," he explains. At 12, Van Vliet attended the Victorian Junior titles and there was a quad demo there.

"My Old Man thought it was awesome. He went and bought a quad and then went to a few quad meets and slowly got into them."

Van Vliet was soon drawn to quads himself. "It was a different atmosphere, and one that I liked better," he says. "Two-wheel juniors can sometimes get a bit full-on with parents and that sort of thing. Quad racing was totally the opposite; everyone was willing to help. It was a whole different vibe."

Mitch admits that he had started to get over two-wheel racing. "My parents were the most laid back people. As long as you went out there and had fun, they were happy and we kind of didn't really fit into the whole two-wheel scene.'

He rode two wheels at Hallam and then, when that shut, at

and went straight into pro ranks.

Over the next six years, Van Vliet won Victorian and Queensland titles, among others, but desperately wanted to secure an Australian pro title. He came close several times but never managed to quite get there. Last year, he finally broke through. He admits that he was relieved to finally get the win. "It was the first year where everything just went my way.'

As well as motocross, Van Vliet is a regular at the Finke Desert Race and took out the quad class last year, finishing 48th outright. He also competed in the Pont de Vaux 12-Hour race in France and in China, where he took out an ATV invitational.

Mitch is now arguably the best quad rider in Australia, but he hasn't completely forgotten his twowheel roots. "Just riding and mucking around, the two-wheelers are more fun, because I can throw



# My old man thought it was awesome. He went and bought a quad and then went to a few quad meets and slowly got into them more and more

Mitch gears up, starts his YFZ450R and heads down to the supercross track at the bottom of the property. Standing on the sidelines as he drifts, jumps and whips his way through the specially designed track, I remember how impressed I was back in 2012.

Perhaps the most impressive thing about it is that the track that Mitch is riding is not some dumbed-down set-up; it is a full-size layout with jumps so big that I am struggling to walk up them. When he begins throwing freestyle tricks over the massive tabletop, it becomes clear that quad riders are just as skilled and insane as their two-wheel brothers.

While Mitch is now one of Australia's best quad riders, he actually started out on dirtbikes.

The oldest of four boys, Van Vliet, 23, has lived in Melbourne's outer suburban Narre Warren North his whole life and spent his younger days racing two wheelers. "I grew up racing at Hallam with Josh Cachia, Kade Mosig and Adam Monea; we were all from the same

Nunawading, but he says that there was nowhere really to practice. "When I first started racing quads, they were in with the Viper Series and you didn't really practice unless you had a private track."

The Viper Series was for motocrossers, but had a quad class. Slowly, over the years, quads grew and grew and eventually ended up with their own series.

# POTENTIAL

These days, quads are a bit more accepted. "Some MA tracks are pretty cool. If you can rock up with five or six quads, they will let you have your own practice session.

Van Vliet realised his potential at the 2005 National ATV Championships at Outtrim, Vic, when he finished third in U13-U16. "The following year I thought, well, if I actually tried, I could probably do alright." He finished second in 2006 in Wanneroo, WA and then broke through for an Australian junior title in 2007 at Maffra, Vic. Following that, he turned senior

bigger whips and what not and go out with my mates in the sand dunes and the bush," explains Van Vliet, "but racing a quad is definitely the best thing ever."

One thing I noticed when I went to watch the Australian titles at Maffra back in 2012, was that quad racing is very much a family affair. When you look through the program, it is common to see the same surname at least two or three times. The Van Vliets are a case in point, with Mitch's brothers Jake, Harrison and Cooper all picking up quad riding at the same time.

The four brothers, aptly known as Four Brothers Racing, have all been successful, but enjoy each other's company on the track and pushing each other hard. This very much confirms Mitch's point that quad racing is laid back and more grassroots than two-wheel racing.

Back at the house in Yellingbo, I gear up as Van Vliet rolls in and jumps off his Yamaha YFZ450R quad. I haven't ridden one since I was about 11 or 12 and, worse still, I have barely ridden in 12

# Just mucking around, the two-wheelers are more fun, because I can throw bigger whips and what not

months due to a knee injury. I would be lying if I said the thought of hopping onto a race-prepped quad weapon didn't make me just a little bit nervous.

The Yamaha's engine is built by the Quad Squad in Narre Warren and Van Vliet says that their engines are bulletproof. He used the same engine throughout most of 2014 without a failure. Hardiman ATV in NSW supplies the nerf bars, which are compulsory in quad racing, and Fox shocks. Van Vliet raises the steering an inch and runs a Flexx handlebar. Between motocross and Finke, a few changes are made for the whoops. They run bigger wheels and desert tyres. They don't replace the shocks and springs, but they do make adjustments. Mitch also runs a softer seat for the 480km run.

### **OUT OF THE BOX**

Van Vliet explains that the Yamaha is ready to race pretty much straight out the box. By just adding nerf bars, a good rider can be competitive. "They've got as much torque as the two-wheelers do, but they don't have the same high-speed capability. We do have an extra 40 kilograms or so."

I mount up and ask Van Vliet if he has any tips for me. He tells me that riding a quad really isn't that much different to riding a two-wheel dirtbike. He explains that the main difference is cornering and that you really have to hang your body off the side for traction and better corner speed.

I cruise out to the motocrossstyle track, which is much tamer than the supercross one. For the first lap, I take it slowly to get my bearings and learn the track. I then start to pick up the pace and while I avoid any big jumps for fear of crashing the national champion's quad, I am still able to get a good indication of what this bike is all about.

The suspension is top notch, and even though I am probably too heavy for Van Vliet's set-up, at 115kg the shocks still absorb every bump perfectly. I find myself picking up a fair bit of speed through the whoops section. Down the back straight, I get it up to a nice speed, but it has heaps of power in reserve.

In a straight line, the bike really is like a two-wheeler. You stand, grip with your knees, twist the throttle and hold on. I do find the bike trying to pull left and right a bit more, and it takes a little bit more muscle to keep it straight. Despite that, Van Vliet's claims of similarities between two and four-wheelers are pretty much on the money.

Heading into the corners, I learn quickly how much hanging off helps the bike. On two wheels, you tend to keep your weight on top of the bike, but on four wheels, you need to lean towards the inside. When you watch someone like Van Vliet, you'll notice that he pretty much hangs his whole body off the side. It takes a bit of getting used to, but once I start to do this, cornering becomes much, much easier.

Another thing I learn is that these things are not easy to roll. Mitch says most of the horror stories you hear relate to farmers who have tools, water tanks and, maybe, a dog on the back. Race quads are wider and have a lower centre of gravity, meaning that it takes an extreme manoeuvre.

Quads are not as easy to ride as they look and I leave with greater respect for pro quad riders like Mitch.

This year will be a little different for the Van Vliets. As well as running his own business, Vanika Industries, he and one of his brothers will be returning to the two-wheel scene to ride selected rounds of the MX Nationals. Following that, he will resume his quad career with Finke, the Pont de Vaux, Victorian and Australian titles on his radar. One thing is for certain, he will be the one to beat.





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VICTORIA, AUSTRALIA

WORDS & PHOTOGRAPHY // MITCH LEES

In the words of Don Corleone, 'A man who doesn't spend time with his family can never be a real man'



ny good businessman will tell you it's not just about the initial sale, but how many more sales you can squeeze out of a customer. With the retail sector experiencing

significant growth in choice thanks to low manufacturing costs overseas, there is now more choice than ever.

Forward-thinking companies, like BMW, saw this looming and devised a way to keep you coming back, rather than to a competitor.

Just like the car companies, BMW Motorrad has built a range of adventure machines to cater for all skill levels. The idea is to get the unsuspecting adventure rider hooked on an affordable, entry-level machine that will get the job done.

BMW's bait is the G650GS Sertão. A single-cylinder adventure machine with all the bells and whistles a novice adventurer needs at the very reasonable price of \$10,990 plus on-roads.

This is cheaper than most 250F enduros but with a bunch more bang for your buck, if you're looking for bells and whistles.

As you sign the registration papers and ecstatically ride away, with a few BMW accessories probably bolted on, the BMW sales people are rubbing their hands because they know they haven't just sold you a Sertão, they've sold you an F800GS and, eventually, an R1200GS. You just don't know it yet!

But this would not be possible if the product was not top quality,

which the latest offerings certainly are. BMW's adventure bikes are among the best on the market, if not the best, and it is the reason they are the number one selling adventure range in Australia. The BMW business model is to 'keep you in the family' by producing a superb entry-level adventurer and then cater for your every need as your passion grows and you upgrade.

For the 2015 BMW family, we wanted to conduct our test in a style which Munich would understand, by keeping it in the



family. To do this I enlisted the help of my brothers, Sam and Alex. The three of us grew up riding bikes, with Sam, the middle brother, now commuting on a Suzuki GSX-R1000, while Alex has recently forsaken his motocross aspirations and clapped out Kawasaki KX250F to take up mustering on horseback and the odd quad or ag bike.

I figured the three of us would squabble and fight, like all brothers do, while the three Beemers would battle for our love and affection, as we deciphered

which machine was the family favourite and where they sat on the crazy/hot matrix (YouTube it).

# **BMW'S LATEST SINGLE: CRY ME A 'TAO**

As a seasoned adventurer, I do not gravitate towards the Sertão. So, like all good brothers, I gave it to youngest brother Alex, to which he groaned: "I don't care, at least I'm on a bike!" A great attitude to have considering we were staring down the barrel of 2500km in three days with temperatures ranging from

8 degrees to 40 degrees, all in the same state. I threw a leg over the R1200GS, of course, and Sam swung off the F800GS. Our first stop was the Victorian High Country. We headed up towards Marysville from Melbourne for a coffee before making our way over to Woods Point.

The road between Marysville and Woods Point is a great place to test the Beemers' off-road ability. There are a bunch of tracks that branch off from the main road, we took two of them, one being Frenchmans Gap Track and the other German Spur.

These were a tangled mess of four-wheel-drive tracks that most people would deem unfit for adventure riding, but we went anyway. And all three Beemers gracefully traversed the snowy region with ease, but none more so than the Sertão. The 2015 model is much the same as the 2014, with a 50hp Rotax donk, ABS as standard, and 14-litre fuel tank (we got just over 300km from one tank - but I don't think it ran below 7000rpm trying to keep up with the 1200).

# ADVENTURE RIDE ONE VICTORIA, AUSTRALIA

It runs rather long suspension travel for an adventure bike at 210mm with a 21-inch hoop up front, while the seat on the model we tested topped out at 860mm. You can run a taller accessory job at 900mm, if necessary. Alex is 193cm and he wasn't fussed about having it.

There was nothing new to blow us away, but a bike that can do 300-400km on a single tank, carry a full night's camping gear and is agile enough to muscle through the bush like a big-bore trailbike will tickle the fancy of any motocross-to-adventure convert like Alex.

The little single-cylinder is not the talking point and never will

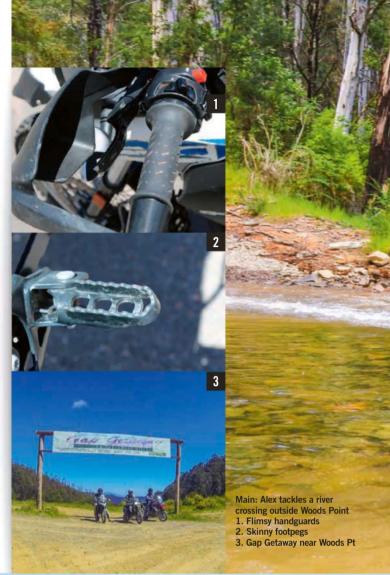
be, nor is the long-travel suspension or switchable ABS, it's the manoeuvrability and agility of the little punter that surprised us most. In the ultimate test of performance, we

ventured into our first off-road section without telling Alex the Sertão had ABS As expected, Alex launched into the dirt section with a full head of steam, like he was trailriding. After about an hour of chasing him through the trees we eventually came back onto the main fire road. We stopped, regrouped, and I asked Alex: "So what did you think of the ABS?"

To which Alex responded: "Is that what that was? I didn't really notice the ABS except for the feedback through the pedal because you can just throw this thing round like a trailbike."

In our family, Alex is notorious for being hard on gear, and this

little trip was no different (as you will soon find out). I didn't see his brakelight flicker once as he launched off erosion mounds and jammed the thing into every puddle









and hole he could find. I needed to remind him we were there to test the bikes not wreck them.

One thing we really disliked were the skinny pegs and soft, plastic handguards. The 'pegs were nearly impossible to balance on and the handguards couldn't save the clutch lever in one crash. Easily fixed.

Alex is the kinda guy who will put up with anything and rarely complain, so a bike like the Sertão was right up his alley.

It wasn't as comfortable and didn't haul arse like the R1200GS or F800GS, but for a touch over \$10,000 it gets the job done in better style than most 650 adventurers.

On the tarmac, Alex would just tuck in, hold it pinned and rock his head to whatever was playing through his chewed out headphones. The fastest stretch of tar was between Mansfield and Barmah with speeds in excess of the \$1.50 zone. When we pulled into the Barmah hotel, Sam complained of buggered shoulders from holding on at such high speed on the F800GS. When Alex rolled in on the Sertão, he just pulled up a barstool and order a schooner.

I asked him how he felt after

the high speed and he said: "Nah, it's fine. I don't know what you're complaining about. The only thing that's sore is my wrist from holding the throttle jammed open trying to keep up with you pussies."

# THE MIDDLE CHILD

After spending all our money on the raffle at the Barmah hotel and not winning a thing, we woke in the morning broke, but on our way to Echuca to get a few supplies before tackling a road that snakes along the Murray River all the way to Swan Hill.

We smashed a quick pie and

coffee and were on our way to a town called Gunbower. We turned right at Gunbower Island Road and rode all the way to the banks of the Murray, where we turned left and headed north west. Whatever you do, do not take this road! I'll explain later.

The road follows every bend of the Murray and offers some pretty special views. Little did we know it runs through wetlands and, after half a day in the saddle and about 10km from our next destination, Barham, we were stopped in our tracks. The road was flooded.

We knew it was soggy when



Alex attempted to ride the F800GS across the centre of a four-wheel-drive track. His front wheel slipped into a rut, and highsided Alex into a puddle. Covered in Murray juices from head to toe, Alex attempted to retrieve the F800GS (see inset pic). Watching Alex trying to lift it was hilarious, as every time he'd get close, his feet would slide out and he'd be on his arse with the bike. The stuff was like ice!

Was this the fault of the F800GS or simply rider error? We decided it was rider error as the F800GS is a competent off-roader, not to say that Alex

was not. Despite an agile chassis for a bike that is fairly heavy, at 214kg (wet), the F800GS is the ultimate middle child - it's not quite sure of its identity. The inline, two-cylinder 798cc engine is a cracker with the perfect blend of torque and usable power, but the rest of the package is caught between road and off-road.

Much like the G650GS Sertão, the 2015 model is fairly similar to the 2014 with the exception of new fuel tank trim, intake snorkel, upper mudguard and windshield. ABS is standard with **Electronic Suspension** Adjustment (ESA) and Automatic

Stability Control (ASC) as options, which we had.

At 191cm, Sam found standing on the F800GS not as comfortable as the R1200GS. The cockpit setup wasn't quite the same and we all found ourselves bending down to get to the 'bar. Despite only having 150cc more than the Sertão, the F800GS felt night and day different in power. All three of us loved the F800GS engine. As for the suspension, it behaved best off-road with a heavy-duty feel, and a lighter chassis than the 1200. as Sam found out...

On Day One I was riding on a

track that followed a ridge line until I came to a section with a series of jumps. I turned to Sam, who was on the 800, and said: "You think you can jump that thing?" Sam said "Yeah sure!" As if, why not?

Having not trail ridden for a few years, Sam underestimated how long it takes to stop when jumping, especially when the bike is 214kg and you've got ABS on. Alex had meandered just past where I was holding the camera and parked the Sertão what he considered a far enough distance from where Sam was jumping. As it turns out, it wasn't.



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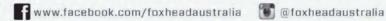
















Main: Moments before Mitch hit the 'Roo in the Gramnians 1 There was a hit of

dust. 2. ...but a bit of mud too



# **R1200GS**

### STANDARD

ASC and Riding Mode - Rain and Road

Chrome exhaust

Heated grips

RDC tyre pressure control

Handguards

White LED indicators

Pannier fastenings

OPTIONS

Touring Package \$1800 (Dynamic ESA,

Computer Pro, GPS prep, cruise control)

Dynamic Package \$1400 (LED headlights, daytime riding light, Riding Mode Pro - Dynamic,

Enduro and Enduro Pro)

Keyless ride \$345

Gearshift Assistant Pro quickshift \$600

Cruise control - \$500 (N/A with Touring

Package)

Cross-spoke wheels \$580

Anti-theft alarm \$505

Low suspension (800/820mm seat) \$250

(must have Touring Package, can't have low seat) Low seat (820/840mm) \$0 (N/A with low

Special paint (Black Storm Metallic or Frozen



Sam came round the corner and hoisted the F800GS right into the back of the Sertão (see inset pic). The Sertão dropped onto its side and the blame game began. The F800GS handled the landing far better than both the R1200GS and Sertão would have. The suspension is much firmer than the Sertão and doesn't bottom out like the R1200GS does. Had Sam been on the 1200 I think our story would have ended there, at least for the Sertão.

One thing we did have an issue with on the 800 was the 'screen. It's too short for highway sections. The wind is forced straight onto your shoulders and this puts huge stress on them and your back.

After getting within reach of Barham and realising we could go no further, we decided to head back and find a way onto the Murray Valley Highway. Unfortunately we had to go halfway to Gunbower before we

did. Once on the tarmac. we headed west to Wyperfeld National Park.

With temperatures reaching 38 degrees, stopping for photos became a chore. Our flooded road set us back three to four hours, so we rolled into Halls Gap, in the Grampians National Park, late after smashing some red dirt in Wyperfeld. We were wrecked and in desperate need of a few beverages after a hard 1000kms.

We pulled into the first bottleshop we could find and then headed straight to Lake Bellfield in the Grampians national park.

We lay in the luke-warm lake, sipping Carlton Dry as the sun sank behind the mountains.

# THE MOTHERSHIP -**ROAD KILL KING!**

Having never been to the Grampians, I was blown away the next morning on our leg out of Halls Gap. It felt like something

you'd see in the Kimberley or Kakadu. If you haven't been before, make sure you go, it's only a few hours out of Melbourne.

The road out was winding dirt that led us west and then south. It was a great chance to test the drifting ability of the R1200GS and its road-killability. We found a road the headed south along the eastern side of the Grampians. The surface was white sand and unless you held your speed, the conditions were a little tricky, especially on a 1200.

It would be fair to assume at 238kg (wet) a beast this size is unrideable in the dirt. This isn't the case, although both the Sertão and even the F800GS were easier in the really tricky conditions. But there was one condition which neither of those machines would have handled as well as the R1200GS.

While punting along this sandy track in the Grampians I spotted

skippy out of the corner of my eye. I was doing 80km/h and any sudden braking in the sand would have ended in disaster. Skip decided to jump the fence we were following on my right and within seconds was under my front wheel. As I hit the mother, a joey came flying out of its pouch.

I felt two dull thuds as I skidded to a stop and Alex, who was hot on my heels, pulled up and said: "Gee, you right mate?" I looked at him, nodded, pinched myself (to make sure I was still alive) and said: "Yeah, I hardly even felt it."

"What do you mean?" Alex said. "There was two of them!" We dismounted and humanely put both mother and joey out of their misery. In a situation like that, there's nothing you can do to help them, so we had no choice.

Even being hit by a roo didn't budge the R1200GS, largely due to the new and improved Telelever



front-end for 2015, the welllaced, 19-inch front rim and of course the balance of the bike. Where most bikes would have skidded into a lowside, buckled the front wheel or simply bucked sideways and spat me off, the R1200GS front-end just soaked it up and when I jumped on the brakes (keep in mind the sand) the bike refused to lie down, literally, with the ABS pulling me up far quicker than I anticipated.

Standing on the R1200GS was the most comfortable of the trio. The large, wide footpegs, big windscreen and tall seat made standing almost more comfortable than sitting down. For 2015, BMW has opted for a new engine that delivers a claimed 125 horsepower (92kW). The new boxer engine uses a combination of air and liquid cooling which flows vertically through the cylinders. We reached temperatures of 38 degrees in

dry, sandy conditions over the three days and not once did the R1200GS boil. The engine is so user-friendly Alex (who hadn't ridden anything bigger than a 450) jumped on and straight away looked like he'd owned one for years. We changed the mapping to the docile setting and by the time we'd pulled up for fuel Alex was on 'sport'!

In addition to the new engine, the R1200GS has a new wet clutch with anti-hop feature, ride-by-wire, greater rigidity and a new look.

As well-versed riders, we didn't take much notice of the anti-hop clutch, but all three of us agreed it was surprising how user-friendly 1200s can be.

As for all the extra safety features like ESA and ASC which our 1200GS came with, these were really only of benefit to me. Both Sam and Alex, who had never ridden a bike with it before, didn't notice what it did.

As we headed south towards Warrnambool, the temperature dropped and by the time we were on the Great Ocean Rd we nearly had to put the liners back in our jackets. We then stretched the legs of the three brothers (Beemers, not humans) and raced each other through the twisties past Apollo Bay, Lorne and then back into Melbourne.

# FEELING PARCHED

Wrecked from a 2500km journey in three days and suffering from dehydration as Melbourne sweated through one of its hottest weeks, we sat down to discuss which bike was best.

While the Sertão is considered an entry-level adventurer it can be ridden by those who spend most of their time off-road and want agility from their steed. As for the F800GS, well that felt more suited to the road than the other

two. It was about on-par in the engine department with the 1200, but the power-to-weight ratio seemed more suited to the tarmac than dirt. Which leaves the 1200. With all the new technology on this thing, it's now true that anyone can ride it, even Alex. I just can't go past this bike as my favourite of the three. Sam agreed and said he'd rather fork out a little extra to get the 1200 rather than the 800, but Alex just couldn't be swayed from the Sertão's price and off-road ability.

BMW has done a fantastic job finding a niche genre for each model. As has been the case in the past, BMW's reputation for building reliable adventure bikes has not faltered. So just remember, if you're an adventure newbie who's looking at the Sertão, it might not be the last BMW adventurer you buy. BMW could make you an offer that you can't refuse! ADB









irt bike magazines are awash with big stories about big rides. Africa, the Americas, Central Asia. But what about those of us from countries where we don't have vast expanses of outback that require a huge commitment of your time, money and lifestyle? Can't we have an adventure and still keep the day job? And what if we don't have a stack of money to throw at the project?

So I had this idea: given, say, four or five days - a long weekend - and a little money, say about £150 (\$290) what's the most adventurous ride I could achieve from London? Europe was out of the question as

the ferries are a blow-out in time and money. Even staying within the UK I couldn't make the distances too great - both Scotland and Ireland are just too much of a ride/boat trip away. I needed my adventure to start at the end of my driveway, literally.

Fortunately, in the UK there are old unpaved tracks and lanes, called byways, which criss-cross the country. Some date back to ancient times, although many we can thank the Romans for. Unfortunately, due to political lobbying by walkers, many of these 'green lanes' have been closed to adventure riders, but there are still quite a few - enough to create a disjointed network of about 9650km.

Surely that's enough to be able to ride, say, from one coast to the other with plenty of dirt and mud along the way. We're not talking a trans-Continental mission here, just going from the 'bottom right' of England to nearly the 'top left' of Wales, that's a good 480km by the most direct route. If you're riding narrow lanes at about 25km/h and taking into account the indirect nature of the lanes and the navigation required, surely that's going to take a fair few days.

# THE PILGRIMAGE

Having decided I wanted to ride coast-tocoast, I needed maps. Only the scale I needed (most maps don't show byways) meant a ridiculous number of maps were necessary, probably two dozen - and, at £10 (\$19) a pop, that would blow the budget straight away.



As well, I didn't fancy crawling across the UK, map reading every inch of the way.

A better solution presented itself: the Trail Riders Fellowship (TRF). Brilliantly British, the TRF is essentially a bike club for those who enjoy green lanes. Contacting this league of gentlemen (for that is what they are) I ended up with three solid-gold contacts, guys with local knowledge to get me across the country a whole lot quicker that I could manage alone. Not only that, one of them (a certain John Vannuffel) offered to ride the entire route with me – while navigating. I liked that last bit especially.

Using a route devised by him and his two colleagues, he had the entire cost-to-coast route plotted on a GPS. That's not something

you can do overnight, of course, but sorted over a matter of weeks. This was a lesson in itself. Alone we can achieve only so much, united we can do so much more...

Of course the intention here was adventure on the cheap, and given that most of these byways get pretty narrow, muddy and downright slippery, a 1200cc adventure bike was not appropriate for the job. In fact, to underscore the budget point I took a humble Honda CRF250L.

I also wore budget kit. An Akito Desert two-piece suit was essentially all my clothes for the week, along with a few 'smalls'. A tent and sleeping bag also were packed, in simple, throw-over bags.

Along the way, I'd found an identity for the

ride: The Pilgrimage. Spotting that our route through Wales included the seminal Strata Florida trail, I learned the Dark Ages abbey at the end of the trail (now a ruin) used to be a destination for pilgrims, drawn by the monks' assertion that they kept no lesser artifact than the Holy Grail (a mighty hoax of course, but clearly a persuasive, and I dare say lucrative, one). So the very tracks we would ride did also, hundreds of years ago, tear at the feet of the faithful, on the path to a hoped exaltation. Pilgrims and trail riders...

# **JUST GO...**

The journey's beginning came at 7am on a British summer morning, the missus and kid waving off their intrepid explorer as he set off







Main: Hard to tell the river from the byway

1. Just in time for church
2. Sir John's GPS leads the way
3. JB stops for tea
4. Bugger, forgot the chainsaw

from suburbia. The big-ride reverie came to a halt within 10 minutes as rain prompted the roadside routine of donning wet gear. It was a two-hour ride - made slightly damp - just to reach the rendezvous with Mr Vannuffel.

The Amazing Mr Vannuffel that is. Equipped with a tricked-up KTM 690R, featuring a fair swag of instrumentation across the handlebars, he was keen as mustard - devout even - in the now-shared goal to cross the island using as many byways as possible. He showed his mettle early on as he guided me on an off-road transit over ancient marshes in the very bay where William of Normandy (aka the Conquerer) landed his ships ready to reset

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the path of British history (1066 and all that).

Sir John's dedication to the byway-at-allcosts route would have repercussions, though. For byways are for the most part a slow means to travel by. If you're hitting 25km/h you're doing well and often with overgrown hedges and slick mud under-wheel even 2km/h can be a challenge. It turns out it it takes a long time to get anywhere on green lanes.

And some byways don't even look like roads. At one point Vannuffel stopped at a small river. "It's not a river," he said, "it's a turnpike". I could tell that by the family of ducks swimming along it.

Mr Vannuffel took the time to give me a

quick history lesson on the wee byway before suggesting I get my camera ready as he plunged in and guided his KTM, much like a pleasure launch, downstream. He disappeared around a bend, out of sight and hearing.

I waited a while, heard nothing, so packed the camera and took the plunge myself. And by heck it was deep. The water was damn close to the bottom of the fuel tank and while I was searching frantically for shallower reaches I also was trying to recall just where the CRF's air intake was - and yes, it's on the very top, right under the seat, and rearward facing, fortunately,

When I reached the end of the passage, Sir

John was there emptying his boots. A turnpike then... Our first night's camp, Stonehenge, was still many hours ride away when, in the early evening gloom, we entered a 'wood' and I saw the gentleman lose his KTM in a bog. It was dark under the tree canopy and he was calling to me for urgent assistance - the KTM was going under! I had to lay down the Honda, the soil being too soft for the sidestand, and I fleetingly saw the clock on the Honda: 8pm.

The kitted Kato wasn't light, I'll say that much. In the end the only way it could be extracted from the mire was on its side. Once dragged to the edge of the lane it was only by lifting the front end vertically and then

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rotating the up-ended bike that we could get it clear. Fun!

Now in the dark, we approached Salisbury Plain and I was anticipating a broad runway of byways between vast fields.

Instead the lanes became narrow and overgrown, our wheels dropped into slippery little slots, while dew-laden long grass soaked us up to our waists.

### **NIGHT RIDERS**

And so we pushed on. Somewhere in the murk we crossed a ford. I know that because, at the last moment, I saw a 'Ford' sign, then I felt the CRF's tyres slip alarmingly as we hit algae-covered cobbles, then came a splash and a frantic rev on my part, before - by some miracle, I emerged sideways (again on algae) out the other side.

We reached our first-night destination at 1am. Of course that didn't go well. Apparently campsites don't like their guests arriving after midnight, especially not on motorcycles, and that goes double when those motorcyclists are riding around in a paddock full of sheep.

"What the hell do you think you are doing," came a voice from the dark.

Finally settled, I took stock: my feet were soaked, my gloves too. And everything I touched was wet. Using head torches we'd put up our tents, crawling exhausted into our sleeping bags. It was 17 hours after we had set off, 19 hours since I'd first swung a leg over the CRF. Some 400km of our route done (not including my 110km to the rendezvous). Day one of four over. And, over-tired, sleep didn't come easy. I guessed this was adventure.

# **RAIN**

Next morning: rain again (it was summer in Britain, remember). And this was all-day rain, the sort that raises the water table.

We got into more overgrown trails, still submerged, which brought down the speed again. And sometimes we found the way completely blocked by fallen trees. Not small trees, but huge ones, like oaks.

Getting around these required sizeable clay banks to be climbed and descended, sometimes on-bike, sometimes off. Good fun in a boy scout kind of way.

The terrain changed, starting to lift and fall - we were in the Cotswolds. There was nothing we couldn't ride, but it needed a bit more attention, especially given everything was wet

Our riding kit started to suffer. Gloves and boots were of course saturated, but our jackets and jeans, our waterproofs were also becoming overcome.

When we reached the campsite we gave in and asked for bed-and-breakfast accommodation, but there was none. Maybe we could stay in a caravan? None available. We were left with no option: just camping in torrential rain, in a soaking field, with the risk of flooding. Or rather Sir John did. I spotted the campsite kitchen which, while open on three sides, had at least a roof and dry floor. It wasn't exactly spacious but somehow I got my tent and the Honda in there - not that the campsite manager was too impressed. "Your friend is going to have to move," he told Mr Vannuffel. I moved about an inch.

# **NATURE WATCH**

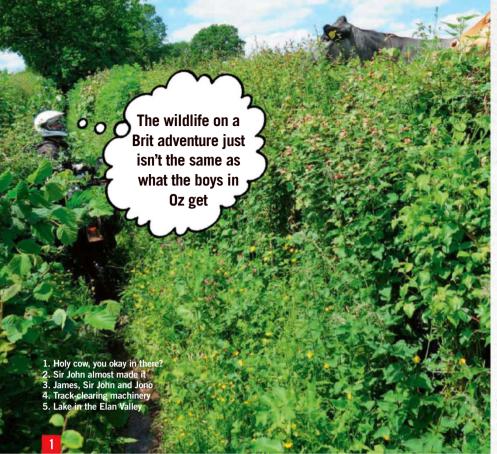
Day three started agreeably on dry roads the rains had finally blown through. We were rolling into the lush Wye Valley when we rode into a scene straight from Nature Watch. From 50 metres back I saw Sir John laying on the brakes then, apparently, sprouting huge brown wings, like some kind of pegasus, before the wings detached themselves and I saw that it was in fact a bird of prey taking off.

As Mr Vannuffel skidded underneath, the bird dropped a small furry bomb on him. The gentleman carried on a good 10m but I









FNGLAND - WALES



came to a stop beside the bomb, actually a rabbit clearly intended as breakfast. We rode on, amused; me wondering why I empathized more with the bunny than the eagle.

Into Wales and we met the Wild West. The hills opened out but the trails were blocked by concrete barriers, with dire police warnings of confiscations and criminal records. Unnerving to begin with, but as we found kids riding small motocrossers and men powering jetskis over reservoirs (both of which we were pretty sure were illegal), we got to understand the signs weren't meant for us. For their part, the locals were friendly, helpful and dismissive of the legal threats. This was clearly their countr, and they lived by their own rules.

We camped that night in a small, wooded valley with a river cutting along one boundary, it was damp so we got a log fire going in a brazier. Here we met our escort for the last day's ride. Christian James is one of those splendidly larger-than-life characters that you need on rides like this. His Honda XR650 announced his arrival several minutes before his appearance, such was the lack of silencing. Mr James was very Welsh and very likeable, and his bike spoke of his passion: spec'd with a Dakar-spec tank, Baja-spec twin headlights and acres of duct tape.

# **HOME STRETCH**

In the morning, we crossed army live-firing ranges and threaded through pine forests before coming upon the rocky trail to the abbey at Strata Florida. There are plenty of river crossings along this trail but it was the deep, muddy puddles along the trail that really tested the bikes' waterproofing. It felt touch-and-go at times, the engines bogging,

but we crossed them all.

So we reached the abbey and, like all true pilgrims, were turned away. Without written authorisation we weren't allowed to push our bikes under the one remaining arch of the abbey for a photo. Nonetheless I felt we'd arrived, we'd completed our pilgrimage.

And, just like pilgrims before us, we hadn't found the Holy Grail but, having ridden so many byways of such variety, perhaps we had.

Britain, as it turns out, is a spectacular country and the ride stood to reinforce the fact the British do still enjoy fantastic privileges in terms of (relative) wealth, leisure and access to the countryside.

And what followed - reward for our pilgrimage, perhaps - certainly had all the hallmarks of entry to the Kingdom of Heaven, for we rode from the abbey into the Elan Valley. Here we rode a trail that travelled for miles, hours, uninterrupted, and after riding over mountain tops, we rode alongside a stunning marine-blue lake.

At 8pm we finally made the Welsh coast. It was twilight and another storm was on its way. We rode down to a beach and touched the waters. The four days of riding had been so challenging, so absorbing, and the green lanes had been so removed from the thrum of modern Britain that we might have been riding on another planet.

So yes, the journey was a success - adventure can be found at home, it can start right at the end of your driveway. And it need not cost the earth. ADB



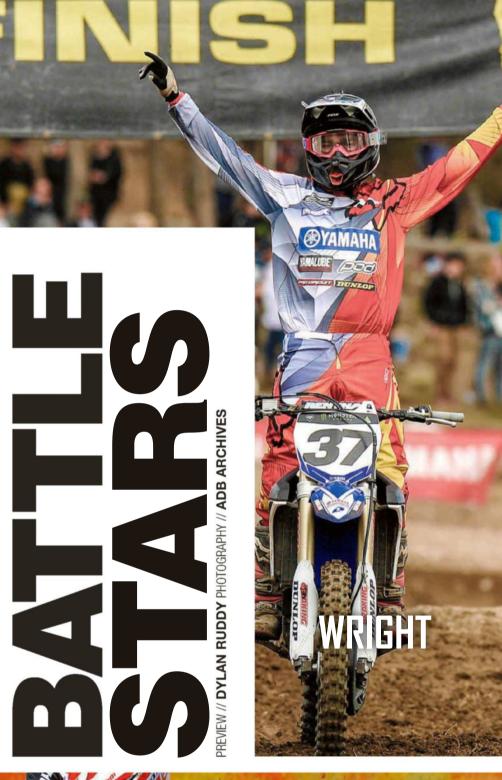
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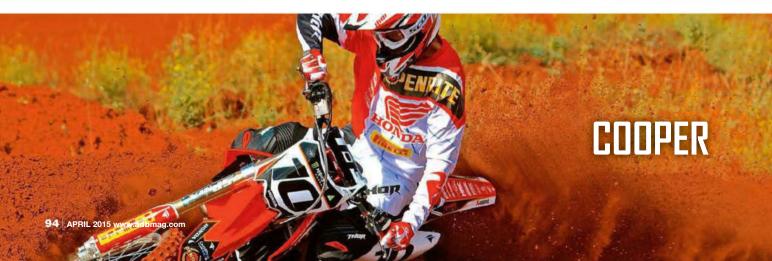














hen Matt Moss finally secured his second straight MX Nationals championship at Coolum last year, he most likely would have breathed a sigh of relief. Many had predicted the Motul Pirelli Suzuki rider would go back to back, but the wins didn't come as easily as everyone expected.

KTM's Kirk Gibbs, despite riding early rounds under an injury cloud, took a huge step forward in his sophomore MX1 season, pushing Moss right to the end. The result was an exciting final round which saw Gibbs almost commit highway robbery and steal the title.

The ink is just about dry on the contracts for the 2015 season, so it is time to look into the crystal ball to see if anyone can stop Moss from winning three in a row. Gibbs will certainly give it a red-hot crack, and will be the main contender. CDR Yamaha's new signing, Jacob Wright, showed some potential late last year and could be a surprise packet.

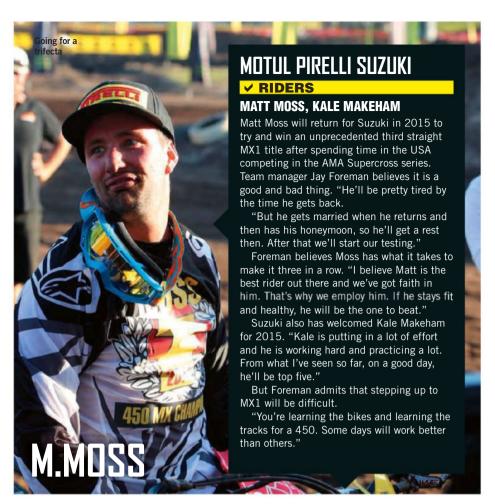
Kawasaki's Adam Monea should also perform well after a solid 2014.

These are just a few names that we think might be up there? However, it is impossible for us to gauge what the form of these riders is like this early in the year, but the team managers know for sure. We speak to the men behind the factory teams in 2015, to see how their soldiers are coming along:

# MXD GETS 10

MXD will feature at all 10 rounds of the championship, with the future of Australian motocross on display. Support classes will be held at selected rounds and will include the Yamaha Rising Star Rookies Cup, the Amateur Cup, a Veterans' class and of course, the Women's class. The Women's class will return after being absent last year. World championship runner-up, Meghan Rutledge, will be the obvious favourite, but with female participation increasing and the competition getting stronger, there are sure to be a few surprise's throughout the season.

12 April 26 April 17 May	Appin, NSW Broadford, Vic Murray Bridge, SA
17 May	Murray Bridge SA
	widinay bridge, SA
31 May	Coolum, Qld
5 July	Raymond Terrace, NSW
19 July	Shepparton, Vic
2 August	Nowra, NSW
23 Augus	st Toowoomba, Qld
30 Augus	st Coolum, Qld
	31 May 5 July 19 July 2 August 23 Augus





# **CDR YAMAHA**

**✓ RIDERS** 

# JACOB WRIGHT. KADE MOSIG

CDR Yamaha has signed two new riders after parting ways with Billy Mackenzie and retiring Jay Marmont. Jacob Wright and Kade Mosig (far right) will pilot YZ450Fs and team manager Craig Dack is quietly confident they can be right up there. "There was something about Jacob that I liked, so I rolled the dice and put him on as a guest rider for the last four or five rounds of 2014."

That proved to be a good move, with Wright finishing second overall at several rounds and even winning motos. For Dack, putting him on full-time was a no-brainer, but he admits the young Queenslander still has a lot of work

"There is no doubt about his speed and ability, but he is still only 20. He is still a pup and he still has a lot to learn. I have no doubt in my mind that he will win races and he'll be quick. But first year in at this level, I think we just have to be gentle with him.'

Mosig on the other hand, at 25, is a bit more experienced and after winning a round last year, Dack believes he has a lot of potential. "I believe that in most sports, you're really in your prime physically by the age of about 25. In all the testing and all the stuff that we've been doing, Kade's speed and his times have been unbelievable and he's fitter than he has ever been.'

With a newly developed bike underneath him, Mosig could be a surprise packet in 2015. "I am quietly confident with Kade and I think we'll be seeing some pretty impressive things from him this year.'





# NPS MONSTER ENERGY KAWASAKI

✓ RIDERS

# **JAKE MOSS. ADAM MONEA**

The factory Kawasaki team has decided not to mess with a good formula, with both Jake Moss and Adam Monea returning.

While Moss was unlucky with injuries last year, Monea showed potential, winning the Wonthaggi round in May.

"When we put him on in 2013 we saw that as sort of his rookie year and we were expecting some big things from him [in 2014], which we have seen in glimpses and that is why we have kept him on in 2015," explains team manager Troy Carroll.

The men in green have spent time in the

USA racing supercross and Carroll says that it has been good for the team's preparation in terms of both riders and bikes.

"We've been doing some work with Pro Circuit and others, trying to work the motocross suspension out, which has been really good for us."

Carroll believes that there can only be improvement going forward.

"I think we are going to come in a lot better off for this year. Having the same team, the riders are happy with the infrastructure around them. We've just signed Michael Marty, who was with Serco for the last 13 years, and he brings a lot of knowledge to the team and helps with the infrastructure." Ultimately, as with all teams, a championship is the end goal. "It is sort of do-or-die. We have to do this, so we are doing everything we possibly can to make it happen."



Seniors

Round 1 - Broadford, March 14-15

Round 2 - Ballarat, May 9-10

Round 3 - Maffra, June 27-28

Round 4- Albury, July 25-26

Juniors

Round 1 - Korumburra, March 21-22

Round 2 - Colac, May 2-3

Round 3 - Cobram, June 13-14

Round 4 - Blue Rock, August 1-2

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# HUSQVARNA

# **✓ RIDERS**

# JESSE DOBSON, TBC

The re-born Husqvarna brand is still relatively new in Australia and still finding its feet under KTM Australia. Brand sales manager Tam Paul says that Husky has gone for a different approach this year. "We are looking at a bit of a youth strategy for 2015 and as Husqvarna is a fledgling brand in Australia, as far as motocross goes, it has to sort of re-establish itself."

As a result, it has signed Jesse Dobson as its MX1 rider. "We've got Jesse who is still only 17 and had an impressive debut year on the 450 KTM. We want to keep him in the fold of Husqvarna and KTM. He did the supercross season on a KTM and finished sixth overall, which was really impressive."

Husqvarna is hoping to run a second MX1 rider under Craig Anderson but the deal had not been done when we went to print.

# PENRITE OIL HONDA

# **✓ RIDERS**

# FORD DALE, CODY COOPER

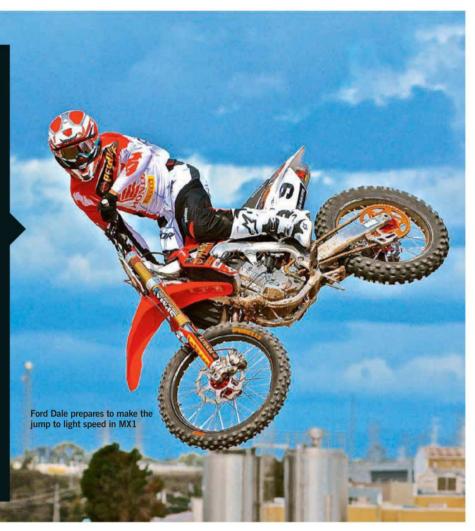
Penrite Honda is going all in, pulling its MX2 team and focusing on MX1. As team manager Yarrive Konsky explains: "The MX1 championship has eluded us and we want to focus all our efforts on claiming it."

Ford Dale had an injury plagued 2014 season with the KTM Motorex Team. For 2015, he has signed with Penrite Oil Honda. replacing Josh Cachia, who left following the 2014 MX Nats. Cody Cooper will be lining up for the Honda team once again.

The New Zealander is largely unproven in Australia, but with a Lites championship and multiple New Zealand titles, has the potential to put pressure on the top riders. Konsky is pleased with how his riders are progressing.

"They both are very driven and focused and testing has gone exceptionally well," Konsky says that he will tackle this season like any other. "My expectations are equal to all team owners/managers; we aim to line up at Round One in Horsham and be on the top step of the box. Anyone that says differently is lying.

"We have a very positive and knowledgeable team this season and I am excited about the diversity of each member. I believe this is our biggest strength."



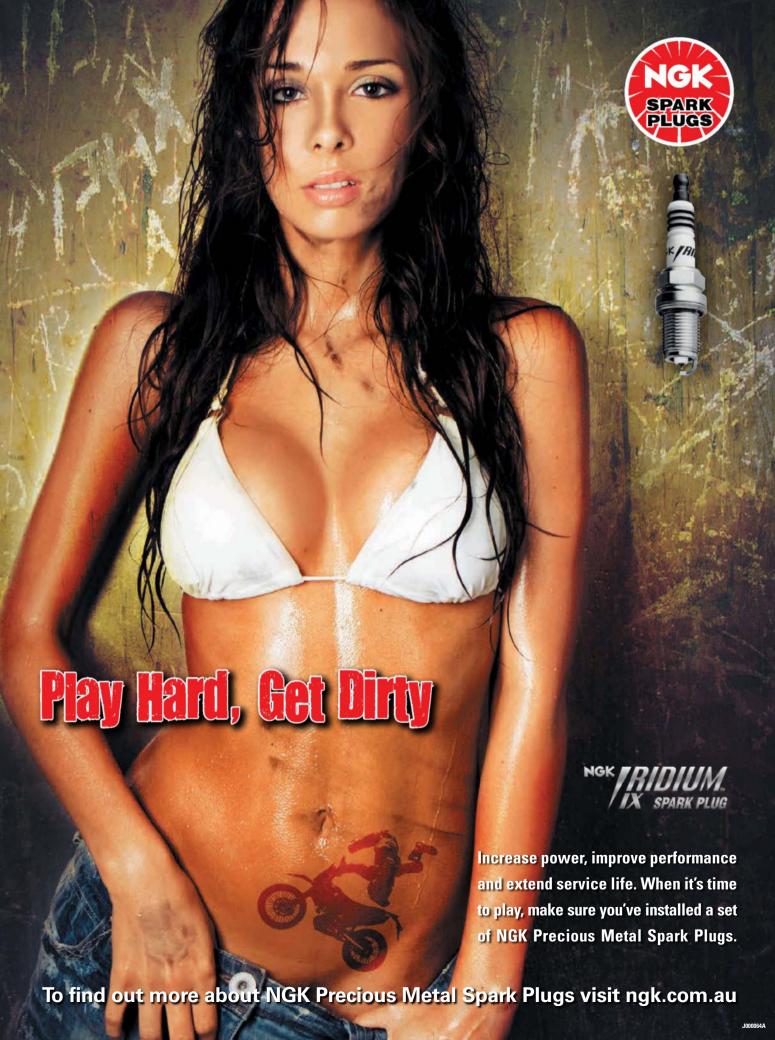


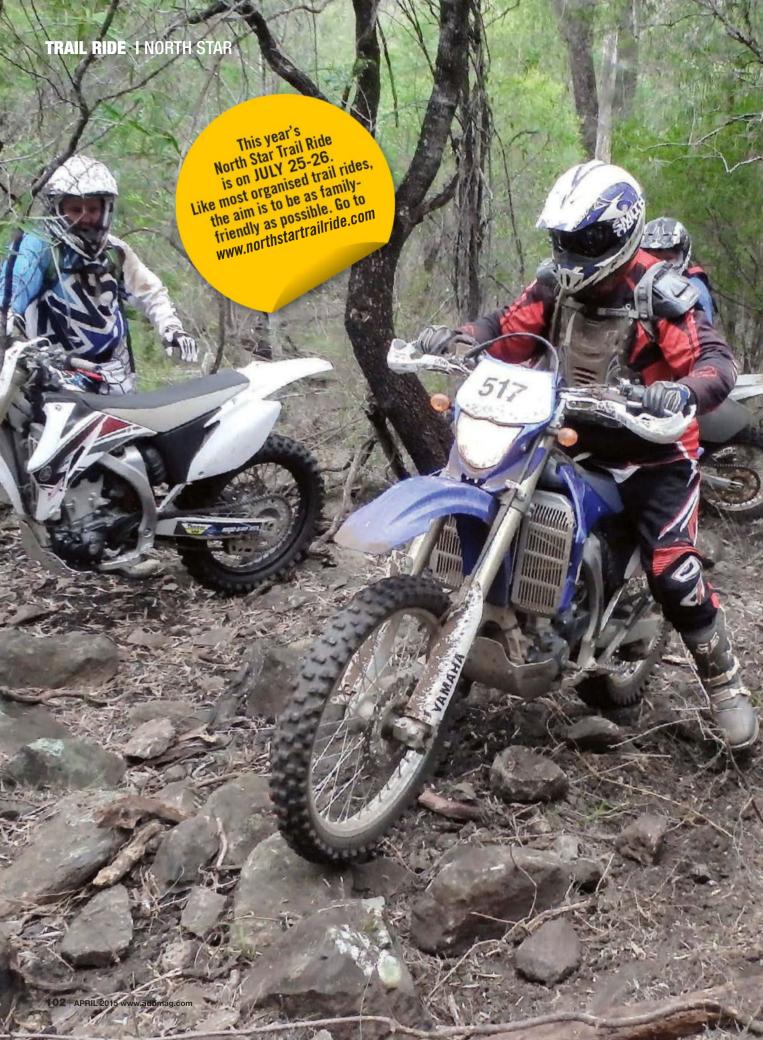
# MX2 - A YOUNG MAN'S GAME

Luke Clout (right) will defend his MX2 title, lining up for the only true MX2 factory outfit. Serco, in 2015. Clout, who competed for Australia at the Motocross of Nations, will look to repeat his effort from last year and will surely be a favourite when the season kicks off in Horsham. Joining Clout at Serco will be young Tasmanian Jed Beaton. Beaton came close to taking out the MXD title, but a broken leg late in the season dashed those hopes.

There is no doubting the Victorian-based rider's speed and talent and he will be a force to be reckoned with in his rookie MX2 season. Nathan Crawford and Luke Arbon will both challenge for the MX2 title on their Husky FC250s. The two Husqvarna Australia-backed riders had stellar seasons last year and will look to go better in 2015.

In the KTM camp, Caleb Ward will ride a 250SX-F while Jack Simpson will ride a 250SX in MX2 after a third in MXD class last year. Also on an SX-F 250 is New Zealander Hamish Harwood, who finished runner-up in MX2 last year and first in MXD the year before. Matt Ryan, Dylan Leary and Alex Morris will all line up for the factory-supported ProFormance Kawasaki.















# TRAIL ETIQUETTE

Dirt bike riding is constantly growing and inexperienced riders should feel comfortable coming out on trail rides and improving their skills while experiencing this great sport. Something I noticed at North Star and other recent trail rides is the disappointing fact that some of the more experienced riders are not giving newer riders the respect required.

Just because you stuck race numbers on your bike doesn't mean you have to race around like a tool. If you want to race go do a race but on a trail ride just relax a bit and if you have to go slow every now and then so what? Nobody actually cares how quickly you finish the loop.

So here are a few tips on trail etiquette:

- When you come up to a slower rider there is no need to sit right up their arse, all this will do is take their focus off the track and most likely cause a stack.
- If the bike in front of you is less than 150cc it's likely carrying a young rider, so there is no need for a block pass
- When you do overtake, do it where it is safe to do so and without roosting the rider as you go past
- Lastly, remember we all started riding dirtbikes somewhere. How would you have felt if you had idiots making dangerous passes on you or pressuring you while you were still trying to get the basics together?

This trail starts by tracking along the borders of numerous paddocks. The open paddocks make for a good warm up and an awesome view as 1500 riders set off.

To finish off the open run is a section called Conrod Straight. As is obvious, this gives riders the chance to roll on the throttle and reach maximum speed.

# **BACK WHEEL**

And if you have the skills, overtaking on the back wheel is an option. Conrod Straight is somewhat worrying for organisers, after all the faster you hit the ground the more it hurts. But luckily there are no high-speed stacks on the straight.

After Conrod, the track starts to change and the smooth paddocks are replaced by more eroded and bumpy trails. There are a few hard sections that test riders.

One has riders going through a rough and rocky area that is lined with cacti. This makes for some nervous moments if you are bounced off the track by a stray rock and into the arms of a two-metre cactus.

North Star is open to all bikes and there is

no age limit on the loops. It is pretty impressive seeing small kids on 80s doing the long loop. That's why at the 40km mark there is a fuel and food stop for riders and bikes that need a top up for the second half. After leaving the fuel stop I am starting to get a bit excited, because I know this half contains the infamous Enchanted Forest.

This section got its name because it winds through closely spaced trees and must be negotiated while riding slowly over an uneven surface littered with rocks and stumps. Though it is only 4km, some riders spend







Main: The one-footer... someone should tell Pastrana
1. Yamaha ag bike warns of what's ahead at the
entrance to the Enchanted Forest
2. Some struggled on this steel tabletop
3. Down but not out 4. There were tears for some 5&6. The quarry walls caused drama

hours in the forest. The start of the Enchanted Forest is marked by a vintage Yamaha and signs reminding riders that no vehicle recovery is available for the next few kilometres. The signs must make some riders nervous, because as I stop to get a few snaps I see a number of riders struggling with the steel tabletop that is the entrance.

# **OVERHEATED**

Once inside the Enchanted Forest I find that as long as you keep your momentum, the rocks and small inclines are quite easy. But

when I stop to take pix, the Enchanted Forest comes to life before me. The section I have just ridden has turned into a sprawl of bikes and riders trying to pick their own way through.

The scene is a mix of overheating radiators, bikes falling on crankcase-hungry rocks and plenty of profanities from red-faced riders. It is a spectacle, but I feel bad just standing and watching, so have to lend a bit of a hand where I can. After getting out of the Enchanted Forest, the ride back to camp is pretty easy, leaving enough time to do the

20km loop after a lunch break. This loop is a great way to finish off the day. The first half is the same wide-open riding that started the 80km loop. But once it diverges from the long loop, the track changes and there are a few areas that can catch riders out.

One such spot is a small lip on a dry creek bed that sends riders flying straight into a sink hole. Somehow I manage to stay on the bike as I land in the hole, but as I am about to turn around and signal the other guys I am riding



# **FLY IN THE OINTMENT**

Having helicopters at a trail ride of this size is very handy. It allows the organisers to get to any part of the track quickly and gives people the option to get up and see the ride from above. The guys at Goondiwindi Helicopters supply choppers at the ride and are happy to help in any way they can, including things like rider extraction and film/photography duties.

And for those riders who have had enough, the crew can take you up for a joy ride to check out the track from above. Goondiwindi Helicopters services south western Queensland, central Queensland and north western NSW and is equipped to offer services such as feral pest eradication, power line inspections, stock mustering, surveillance, photography/film production, charters, surveying and sling load operations.

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with, there is a solid thud. One of the boys has landed in the hole and is thrown over the 'bar. Luckily the ground is fairly soft so the injuries are minimal.

Another highlight of the 20km loop is the aptly named Erzberg Quarry. This is made up of two rock farms that allow riders to have a bit of a play, either riding up and over the mounds of rocks or climbing the steep hills that were near vertical in some places. Once back at camp it is time for a few beers and to settle into a comfy chair by the fire. If sitting

by the fire isn't your style, the local sports bar is open and is full of locals and riders.

# **CHOPPER RIDE**

The next morning I wake up a touch sore and I have a feeling the empty bottle of CC is the culprit. But I have no time for a hangover because one of the organisers, Jeff, has set me up with a morning chopper ride around the campsite. It is a pretty awesome way to start the day, getting both a bird's eye view of the campsite and having my first ride in a

chopper. Once I am back on the ground it is time for the riders' briefing, which this morning also includes giving away bulk prizes to the riders.

All the goods are donated and there is definitely no shortage of them.

After the briefing, it is time to hit the trails again. Most of us are pretty sore from the 100km we did the day before, so the 40km loop is definitely the way to go.

One of the guys only wants to do the 20km one, but after a bit of convincing he gives in.



# WHO'S COMING BACK

### DANIEL. 32

"Last year was my second time at North Star. It was an epic weekend. The tracks were really good, bit rocky in places, challenging, flowing, it had everything. It was well organised, plenty to eat, plenty to do, plenty to see. Definitely a recommended weekend."



# TERRY, 25

"It was a good ride. This was my first hit-out in a few months. It was an eight-hour drive here and it was worth every minute. I'll definitely be back in 2015."



# CHRIS, 37

"Last year was the second time I had done the ride. It was a really good ride to come out here with like-minded individuals. We came up from Western Sydney and met up with some people from Brisbane and Newcastle. It's an



annual thing that we hope to continue. Great tracks, people and organisation and I look forward to coming back.



# **COMMUNITY SPIRIT**

The North Star Trial Ride is getting bigger every year and what this means is that the community can raise funds to improve the area. The following organisations got the proceeds from last year's ride after supplying numerous volunteers to ensure the ride runs smoothly: North Star P&C, Yetman P&C, Croppa Creek P&C, Croppa Creek Pre-School, Croppa Creek Fire Brigade, Local Bush Fire Brigades, Country Women's Association North Star, North Star Sporting Club, Rotary Australia and Apex Australia.



That is all well and good until he blasts off ahead of us in a paddock, misses the 40km loop sign and ends up doing the 80km loop. He does make record time because I think it is only him and the sweeps on that loop. Back at the 40km circuit, conditions are perfect after a bit of rain overnight. The section I like the most is when the track begins to weave in and out of a dry creek bed.

The combination of having to manoeuvre between trees and negotiate logs and rocks is a lot of fun. It is one of those sections that just flows and if I could I would ride that section all day. Although there is no Enchanted Forest, there is a downhill covered in wet rocks and slippery black soil.

Like any rocky obstacle the best way through is to be standing up and keeping your momentum.

But while I am watching most riders seem happier to adopt the sitting and paddling method. Definitely not the fastest method, but

it gets the job done. After the downhill, riders are given the option of heading back to camp or going for another play in the quarry.

I can't resist, so by the time I get back to camp it is close to lunchtime and there is a constant stream of people leaving the campground and heading home.

It was another epic ride for all skill levels. The North Star Trailride just keeps getting better and you'd be hard pressed to find one of the 1500 entrants not returning in 2015. ADB





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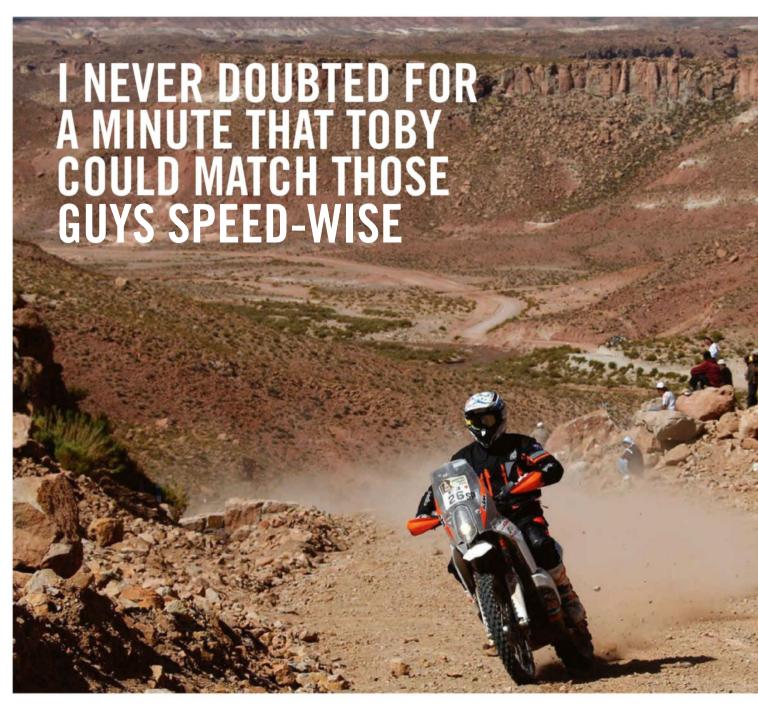
Triple Finke and Hattah champion **Toby Price** saw off a triple motocross world champion at Dakar as top rookie, but that could be just the beginning

he sky's the limit for KTM's Toby Price after his third place in the Dakar Rally in January and second in the International Six-Day Enduro in South America late last year. Far from being intimidated by the two weeks of Dakar racing through Argentina, Bolivia and Chile after just a single rally outing in Morocco, Price moved up through the field and scored a stage win on the second last day

to cement his podium position.

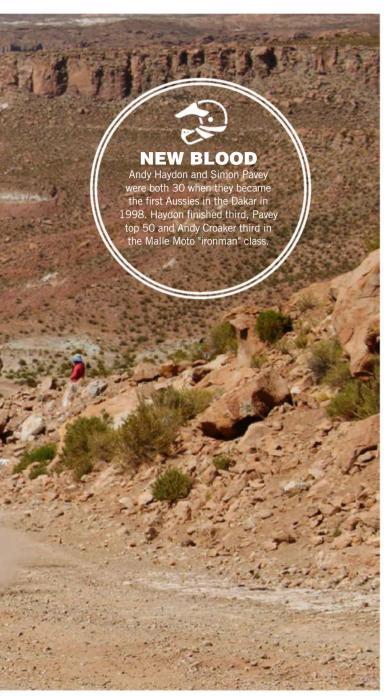
No one is less surprised than his Aussie boss, KTM Off-Road Racing Team manager Ben Grabham, who ran 15th in his own rookie Dakar in 2013 but crashed out last year.

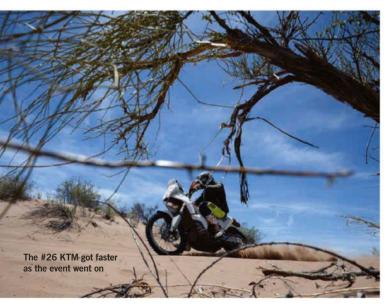
"I never doubted for a minute that Toby could match those guys speed-wise, but I haven't seen many people show that kind of consistency, keeping themselves out of trouble like he did," Grabham says. "He proved he can use his brain and think a lot on













the bike as well." Our last Dakar podium winner, fellow rookie Andy Haydon says it was great to see. "With the right opportunity and support he'll do even better," Haydon, 47, says.

"I've met Toby a couple of times. He's a level-headed bloke, not a big noter. He's got a great blend of skills."

Haydon scored his podium, plus two stage wins, 17 years ago on a stock KTM 640 with some factory cash to get to the start.

"Dakar may be on a different continent [now] but it's as difficult as ever," Haydon says.

That year, 1998, marked the start of Australian participation and the debut of serial rally competitor Simon Pavev.

"Toby Price, what a legend, amazing," says Pavey, who this year took his record to eight finishes out of 10 starts after towing his son across the line.

"It was great to show that [talent] off on a world stage. I really hope that KTM do something with him."

Sydney-born Pavey dismisses suggestions that Price will be hampered by his country of origin.

"The Australian market is so strong and so important now. It's a different world ... a global interest thing."

Price himself is more cautious. "If the right offer came up to

race the FIM World Cross Country Championship I'd take it but those offers don't come up very often," he says.

"I can see myself as a rally specialist and I believe I can definitely get a Dakar win.

"KTM is in talks to put a program together to do more rally racing. If I get a few other offers

that would really spice things up a bit. KTM feels like a big family but if another brand put in a good offer, of course you're going to look at it."

Starting 26th alongside Austrian motocross star Matthias Walkner, Price was up to fifth by the end of stage two, with Walkner seventh. The battle of the rookies got prime time.

"I enjoy high-speed stuff," said Price. "the faster the better, but tomorrow the navigation will be tough. I'm sure somewhere along the way there'll be a mistake but I've just got to learn and that's the way to do it."

Except for the hit out in Morocco in October, where he was mentored by reigning champ Marc Coma, Price was learning his navigational skills, and how to read the French roadbook (see above), at Dakar.

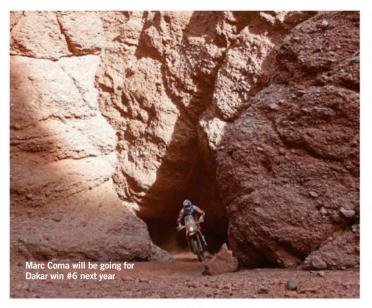
Starting tenth on Day Six, Price hit the first of a dozen waypoints in sight of the sparring works CRF450 Rally Hondas of Helder Rodrigues and Paulo Gonçalves, then stuck with them through the tricky 318km special to finish second for the day; eight minutes ahead of Coma.

Meanwhile factory favourite Walkner got it horribly wrong, losing over two hours.

The bivouac at Iquique marked the halfway point and a rest day. In fifth overall, Price got a break and his bike got a makeover.

"My team [KTM Rally Factory Racing] was like an offshoot of the Red Bull KTM Factory Team. But if I needed spare parts or something new it came out of the official KTM truck.

"It was good because there was no pressure on me. I had a





mechanic, Roberto, working on my bike.

"I'd come in at the end of the day and he'd ask me what needed fixing and I'd just say: 'She's all good'.

"He'd then say: 'Who's all good? Where is she?' to which I'd say: 'Nah the bike is all good.'

"I started with a production KTM 450 Rally Replica in the Sports Production class, but with Sam Sunderland (Day 4) and Jordi Viladoms (Day 8) retiring I got a few more parts. It was like one of those car games where you drive along picking up tokens to spend at the end of the day.

"One day I picked up enough tokens to grab Sam's suspension when he DNFd, and a few days later I rode around collecting more tokens to pick up some engine parts from Jordi like the engine oil cover and some oil feed lines to keep the bike running cool." Marathon stages

seven and eight saw the riders camped on the fringe of the Uyuni salt pan deep in Bolivia.

With no outside assistance allowed in marathon stages, the riders had to do their own mechanical work that night.

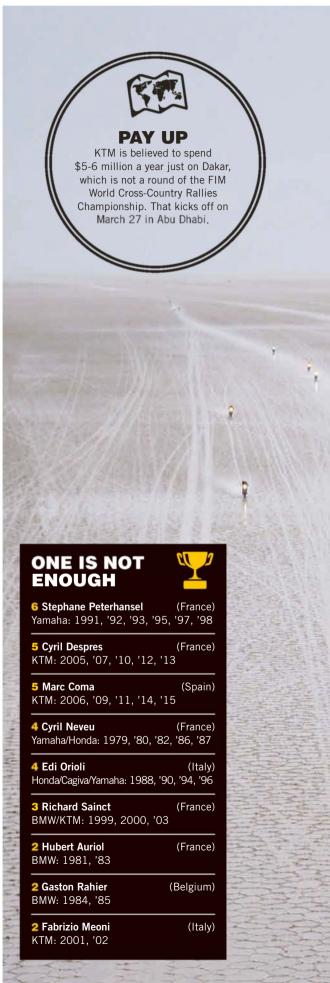
It poured and in the morning it was overcast with the temperature at just 2 degrees.

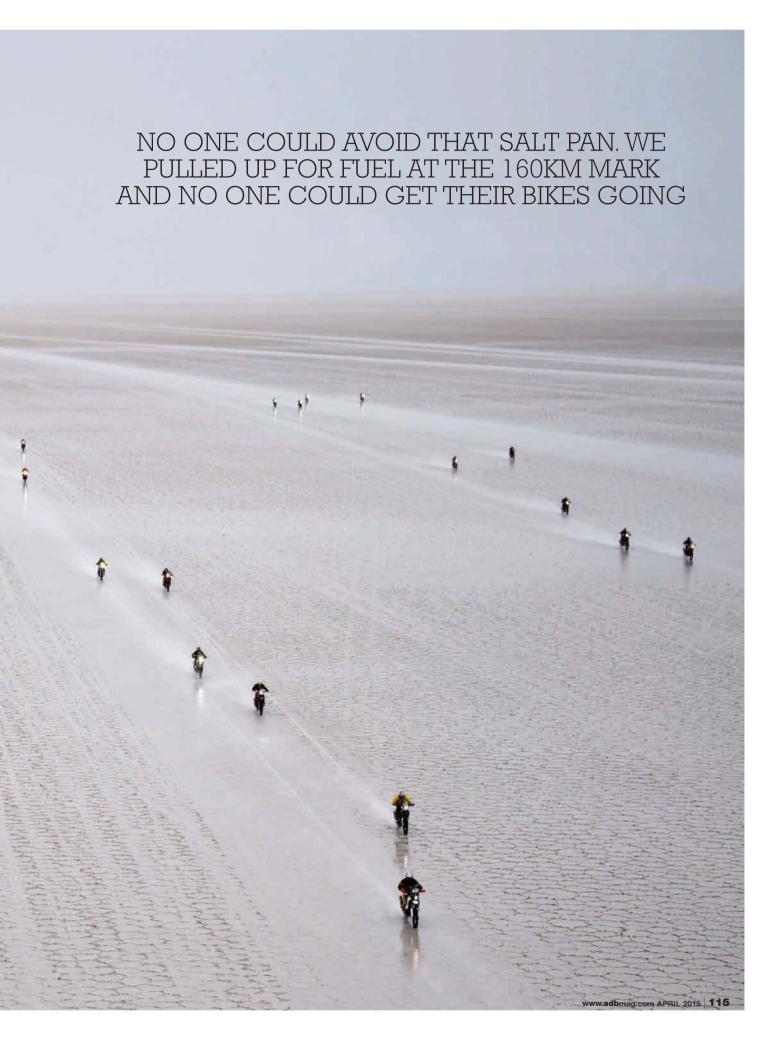
The start of Stage Eight was delayed because of the rain but the water on the salt pan was 20mm deep and there was over 20km of it.

Riders petitioned the organisers to delay the start further but, in the end, they were flagged away. Fifteen riders would retire that day.

"No one could avoid that salt pan. We pulled up for fuel at the 160km mark and no one could get their bikes going again. I actually had to push start my bike." Price says.

"It just wouldn't turn over. I





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had to grab the frame and lift the bike, but it was live. There was electricity running through the frame and it kept zapping me.

"They were the toughest conditions of the race because the salt just ate everything. I saw a massive puddle with several riders stuck in it.

"It had loads of water in it but I managed to go around it. You just couldn't predict the ground in front of you at speeds over 100km/h."

With four days to go to Buenos Aires, Coma had a five-minute lead and knew he was in a prime position to match Cyril Despres' five wins.

In second, Gonçalves was positioned to give Honda its first Dakar victory in 26 years and write himself into the history books. Price had ridden a near perfect race and was set to eclipse South Australian Andy Caldecott's best result of sixth in 2005.

While teammate Matthias Walkner withdrew with acute

altitude sickness after the trip over 4970m Paso del Acay, Price was having no problems.

"I was lucky not to get altitude sickness. To manage it, you really had to focus on your breathing and take in deep breaths to get oxygen into your body. If I got out of that rhythm I would try and catch back up and I'd be out of breath.

"So I just had to slow everything down and try and regulate my breaths.

"I kept the fluids up and I didn't feel too bad."

In the closing stages, Price closed the gap to Chilean Pablo Quintanilla (KTM) to just 26 seconds and then moved into an almost unassailable third outright behind Concalves.

With nothing left to prove, Price won the penultimate stage ahead of a hard-charging Barreda Bort, who was out of the running for the win after being towed off the Uyuni salt pan and







later having to change an engine at Cachi, with a resultant 15-minute penalty.

The final stage turned into a mudbath as torrential rain began to fall. The 79 moto survivors started in reverse order; giving the huge Argentinian crowd something to cheer about as the quicks roosted the slows.

It looked like a race, but by then it was all over.

Off-road skills coach Pavey, who was trailing his son Llewelyn overall on time, had to tow him through the mud after his KTM's frame went live. It was only 12km but the last 2km were the worst.

"It was the world's best roost job," says Simon. "I don't think I could have stuck it out."

The stage was cut to 101km to put the riders out of their misery. Simon and Llewelyn finished 62nd and 63rd.

It had been 17 years since

Andy Haydon had stood on the podium with Stephane Peterhansel and Fabrizio Meoni. Now it was Pricey there with Coma and Gonçalves.

"At the time I was in shock. I didn't think I would be on the podium," says Price.

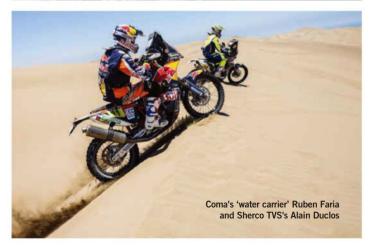
"I always wanted to win but I was trying to be realistic because Dakar is such a tough race and, at the same time, depends on luck. My result probably even shocked the world. At first it was too much to take in. But once I got home it started to sink in when I was looking at photos of Coma and me on the podium."

For now it's back into the Enduro-X Nats and Australian Off-Road Championship.

"And I intend to defend both Finke and Hattah," says Price, "don't know about the WA Tri-Series yet."

But how long can it last?



















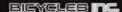


















































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### **X** TROUBLE

Two-stroke exhaust power valves provide loads of adjustment but the trick is knowing what to do, which direction of rotation of the adjuster does what, how many turns does what and which non-adjustable spring does what.

### **TRICK**

The KTM two-stroke power valve has two springs. One is non-adjustable and controls the revs at which the power valve is fully open and the other is adjustable and controls the revs at which the power valve starts to open.

Step 1 To change the non-adjustable coloured spring, remove the two bolts on the cover.

Step 2 The non-adjustable coloured spring on the inside of the larger spring controls the revs at which the power valve will be fully open. The standard yellow version allows the power valve to be fully open at 7900rpm.

Step 3 There are alternative red and green springs which alter the revs at which the power valve is fully open.

The red spring makes the powerband much more aggressive and the green spring makes it much less aggressive.

The larger, outer spring has its preload controlled by an external brass screw. This spring controls the revs at which the power valve starts to open. In the standard position the valve will start to open at 5600rpm.

Step 4 To adjust the brass screw you will need to grind a square tool to fit into the head of the screw.

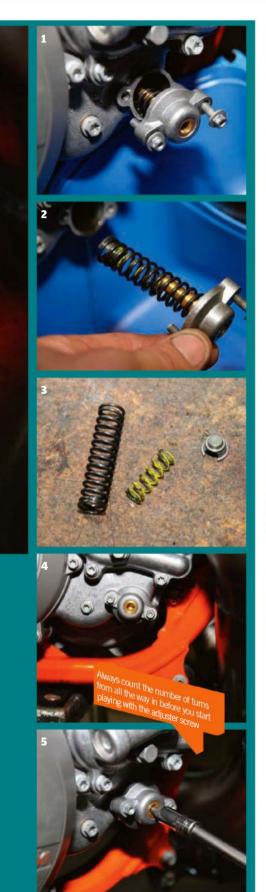
It is quite difficult to find a screwdriver bit to fit into it nicely as it is an unusual size. That is, unless you have the KTM factory tool.

Step 5 Turning the brass screw one full turn outwards will allow the exhaust power valve to open 150 revs lower, creating a smoother power curve.

Turning the adjuster screw one full turn inwards will make the power valve open 150

This will create a much more aggressive powerband.

ADB Technical Editor Mat Boyd





## TRICK SWITCH

### **X** TROUBLE

You have a KX250F and it has three different fuel injection map plugs that you can choose from but you hate swapping between plugs.

### **✓** TRICK

The map plugs range from one having no wires connected at all to one bridging different wires. Get a two or threeposition handlebar switch and wire it in so that the different wires are bridged when the switch is in different positions, allowing you to select the maps from the handlebar instead of by swapping plugs.







HANDLEBAR SWITCH. WIRE, ELECTRICAL CONNECTIONS



# PARTS CLEANER

You want to clean parts at home but buying aerosol cans of parts cleaner spray is very expensive and one can never seems to last very long.

### TRICK

Buy a fuel-resistant pump spray bottle and fill it with petrol. Petrol is a much cheaper solvent to use to clean your components than parts cleaner.







### **X** TROUBLE

Everyone has had someone run out of fuel while out on a trail ride and had to donate a litre or two to get a mate back to the trailer. The problem with draining fuel on the trail is removing the fuel hose and getting it back on without dropping dirt or water down the hose.

### **TRICK**

Place a three-way fuel tap in the fuel line and run an extra piece of hose off the tap. Make sure you plug the end of the extra hose and tuck it away somewhere until needed.



### **X** TROUBLE

Everyone has had an exhaust pipe start to rust. There is nothing worse than forking out a thousand bucks on a trick-looking pipe only to see it start rusting after a few short months.

### **✓** TRICK

Rub automatic transmission fluid into the metal and wipe off any excess. Anyone who has had auto trans oil on their hands knows how well it sticks. It protects the pipe and stops it rusting but must be done regularly.





# **MEASURING PISTON-TO-VALVE**

Piston-to-valve clearance is very important. If this clearance is too small then the valves can hit the piston at high revs, causing severe damage.



### **GOING TOPLESS**

Start by disassembling the top-end of the engine. You can leave the bottom-end bolted into the frame but be sure to remove anything that is going to get in your way while you are working on the top-end.

Clean all the parts as you are disassembling the engine and set them aside in a logical order to make reassembly quicker and easier.

Once you have reached the piston, clean off any carbon from the crown of the piston and clean the gasket surfaces.

Lay two pieces of thick, resin-core solder across the valve pockets of the piston. Make sure the solder is thicker than 2.5mm to get an accurate reading of the clearance. You won't want clearances much less than this.

Refit the head and cams with a new cylinder head gasket. Make sure to time the camshafts correctly and then bolt them into place. Refit the camchain tensioner and wind the engine over by hand slowly until it has completed one full rotation (past top dead centre).

Remove the camshafts and head again and remove the solder from the top of the piston,

# **CLEARANCE**



making sure to keep that you know which end of the solder is from the inlet side and which is from the exhaust side. Measure the solder where it has been crushed by the piston using vernier calipers. You should have around 2mm for the inlet side and 2.5mm for the exhaust side. This is your piston-to-valve clearance. If this clearance is too small then the valve pockets in the top of the piston may need to be machined deeper.

ADB Technical Editor Mat Boyd











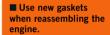
# THAN SORRY

Once you start to modify an engine with highcompression pistons or lumpy cams it is wise to check the piston-tovalve clearance before running the motor.

for piston-to-valve clearance is 2mm on the intake valves and 2.5mm on the exhausts. 2.5mm on the exhaust:
That might seem a
fair bit but the conrod
will "grow" slightly as
it heats up and the
piston can rock back
and fourth under load, reducing the clearance.

Larger valve pockets may need to be machined into the piston if there is not enough clearance.

### DO



- Use only your hand to turn over the engine, with the solder on the valve pockets.
- Make sure the cam timing is correct before measuring the clearance.
- Use thick enough solder for you to get an accurate measurement.

### **DON'T**



- Re-use old gaskets.
- Run an engine with too little piston-to-valve
- Wind the engine over dry. Use a lubricant like assembly oil when refitting the piston and camshafts.
- Wind the engine over too quickly or kick it over with the kickstarter. Wind it over gently and smoothly by



# YELLOW QUESTIONS This month we're answering typical questions from the Suzuki faithful

### **TIMING PLUGS**

I am trying to remove the timing plugs from my RM-Z engine so I can set my cam timing but the timing plugs are so tight that they are starting to strip the centre out of the plugs. Why are they so tight and how do I get them out?

Because the timing plugs are an alloy plug screwed into an alloy cover they become quite tight due to heat, vibration and dirt built-up in the threads. To loosen them give them a slight tap with a steel hammer to loosen them before undoing them. Be careful not to hit the plugs so hard that they crack but firm enough to jolt them loose.





### **SUMP PLUGS**

I have drained the oil out of my RM-Z but I only got about 500mm in the drain tray. When I refilled it with the correct amount of oil I noticed fluid coming out of the breather hose. I checked the oil level and it was way too high. Have I got all the oil out and, if not, what have I done wrong?

There are two sump plugs on the RM-Z. One is at the rear of the engine and the other is towards the front, underside of the engine. On the later-model RM-Zs it is a 12mm bolt but on earlier models it was a 5mm Allen-head that screwed into the case underneath the stator cover. To get all the oil out of these engines you also will need to remove a timing plug or the oil will vacuum lock and not run out of the sump plug. There is an oil screen that

should be removed, cleaned and refitted at each oil change.

### **FUEL-LINE COUPLING**

The fuel-line connector on my RM-Z is very tight, and difficult to undo. I'm always worried about breaking it when I remove the tank. Is there some kind of trick to disconnecting the fuel-line coupler?

These couplers always become tight due to water and dirt. Before trying to disconnect the coupler, give it a good spray with WD40 then blow it off with compressed air. Then, while holding pressure against the coupler in the direction of the fuel pump, squeeze the two tabs together and slide





them backwards. Once those tabs are released, pull the coupler off. Before refitting, give it another soaking in WD40 and it will slip back on nicely.

### **IDLE SPEED**

My fuel-injected RM-Z always stalls at low speeds, either in tight turns or ruts. It seems to idle really slowly. Do I need to take it back to the dealer to get the idle adjusted

on the diagnostic computer or can I do it myself somehow?

You can actually adjust the idle on your fuelinjected RM-Z yourself by turning the black plastic choke knob. It works in the opposite direction to a carburettor idle speed adjustment screw. If you turn it outwards your idle speed will decrease



### **ROCKER COVER BOLTS**

My RM-Z has 14mm-head rocker cover bolts that have threads inside the heads for a bracket. Because these bolts have 14mm heads I managed to strip them really easily. Can the threads be repaired?

This is quite common because the 14mm heads on these bolts encourage people to swing their normal 14mm ratchet or ring spanner off them. These bolts only have a 6mm thread with a 1.25mm pitch. The threads in the cylinder head are repairable using a Helicoil kit. To prevent this happening again, use the shortest 14mm ring spanner you can find.



# TAKE ON THE SEVEN DEADLY SINS

- 8 nights accommodation
- All meals from Friday morning to the following Thursday night
- All Fuel after the first tank, chain lubricants and Motorex Two Stroke Oil.
  - 4WD back-up vehicle and trailer



MAY 1ST - 7TH 2015 DON'T MISS OUT

ADVENTURE TO URS

'H's time to get filthy'



















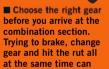


# STILL WATERS HIDE CREEPS

- Treat standing water with caution there could be a freshwater croc in there for all you know. Don't just hit it flat out until you know what lurks within.
- As an enduro racer, Jess Gardiner comes across countless combinations on every section of trail she races on, much like trailriders do – looking up will help deal with them.
- This track is just one of a few near to Jess. They are quite different and add up to a solid practice area for her.



### **DOs**



■ If it's the first time you have arrived at a particular combo of obstacles, don't try and conquer it first go — look, think and build up the speed.

lead to disaster.

■ Good rut technique is crucial, because if you lose all your speed in the rut leading in, you will suffer when trying to jump the whoops.

### **DON'Ts**

- Chop the throttle in the sand, or you will be kissing the front rotor.
- Hit the rut too hard. You need smooth drive out to make the rest of the combo.
- Trying to put a bobby pin in your hair with gloves on (see video at www.adbmag.com for explanation).



### **RUT THEORY**

There are two ruts to deal with here, the first leading into the water and whoop sections, which I will concentrate on now, and one on the up-ramp of a jump, which I will mention later. The first is third gear but it's slippery and shallow and, being a right hander, means you can't use your rear brake. You need to rely on your body weight, sitting as far forward as you can get, elbows up and leg by the front wheel to keep the bike in the rut, to be able to drive into the next section.

### WATER POLO

It's only a small splash of water, but it's dirty and you can't see into it. You don't want to hit that too hard when racing the first lap or trailriding because you never know what's in

# **COMBO CORNERS**

Two-time ISDE women's champ and multiple Aussie-title winner Jess Gardiner shows us how to put together a combination of corners and obstacles, which is a crucial skill in your average enduro or trailriding day



there: a log, sink hole, car body, land mine – you just don't know!

You are best to skirt the edge of the puddle until you know its consistency or how deep it is. You get better drive on the edge of a puddle, so that's where I will go this time.

### BIG WHOOP

The whoop section is sandier than the rut, so you can use more throttle. There's a nice rut on one whoop, which can be used as a jump.

You need to look where you want to go for that rut, so both wheels hit it and help you clear the gap.

I am using a lot of preload to make the jump and a lot of aggression on the throttle. It's a lot about timing – and perfect timing requires a lot of practice.

### SANDY LA

You are jumping a decent distance with only a short run-up, so it's important to jump with the front wheel up to help you make the distance. Land with the front wheel up a little to prevent a trip over the handlebar, and make sure the throttle is on.

### LOO

5

As with all riding, it's all about looking. I line up the first whoop's line and am planning my jump before I have even left the first rut. Even on enduro tests, which I have walked a few times to get to know them, I make sure I am looking far enough ahead to spot obstacles, the best line and even to recognise the special test I previously walked.

### YOU'RE SCREWED

Being sandy, if you land the bike with lots of revs, you will ride out of any problems.

Chop or shut the throttle and you can get yourself into trouble – the throttle is your friend in this situation but for the first rut, too much grunt on the slippery stuff will spit you out backwards, or wash the front.

The right amount of throttle in the right place is crucial for combination sections and you will only know how much to use by looking ahead. Capiche?

with Jess Gardiner



### EMIG V2 LOCK-ON GRIPS

\$34.99, Lusty Industries, lustyindustries.com, (02) 4964 2227

I'll be the first to admit I have 'soft' hands. It really sucks. I get blisters within hours and lately I've been getting blisters under calluses which hurt even more. Here in the office we say people who don't work a trade have 'Ctrl+Alt+Del' hands because they spend more time bashing on a keyboard than swinging off the tools.

So, finding a soft set of grips that don't turn my hands into a minefield of puss-filled blisters is essential. This is where the EMIG V2 Lock-On Grips come in. Oh and did I mention no glue is needed to fit them?

COMFORT: Even though the EMIG V2 grips are a similar shape to a stock half-waffle grip, they are not as hard and the waffle part not as pronounced, making them more comfortable. The rubber feels softer than on regular grips. The donut at the end of the grip is soft on my thumb.

**APPLICATION:** Screwing grips on is far easier than gluing them. The grips have a plastic internal sleeve and a simple hex-head screw at the base of the grip tightens it on the 'bar. So far I have not been able to spin them. They simply slide straight on. **DURABILITY:** The first set of EMIG grips

I had were on our Husaberg FE501 longtermer which I threw down the road quite a few times with minimal damage to the grips. This new set hasn't had the same abuse, but are showing minimal signs of wear.

PRICE: At \$35, these grips are less than price of a slab nowadays!

COLOUR: The yellow (and the white ones we had on the 'Berg) can get dirty very quickly. FITTING: You need a 3mm hex key to secure the left-hand grip, which you will need to buy unless you have one lying around. THROTTLE: The right-hand V2 replaces the stock grip and the throttle tube but the plastic inserts to suit different throttle

cables can be a bit fiddly. THICKNESS: The grips feel fatter than regular grips so those with small hands may

struggle to grip properly.

The EMIG V2 Grips have slowed the onset of blisters. I don't think there will ever be a set of grips that won't give you blisters but at least with the EMIG V2 Grips they are not coming on as quickly as they do with regular grips. They are a cinch to put on, once you work out which way the small 50c-sized bit of plastic is meant to sit on the throttle side, and do not require glue. They are robust and despite the rubber being softer than stock grips, have not worn any quicker.

Mitch Lees

Main: Getting the throttle cables sorted in the new throttle tube can be a bit tricky

- 1. Somewhere on that anodised ring is a 3mm grub
- 2. Yellow grip can turn brown fairly quickly







### KTM HARD PARTS CHAIN AND SPROCKET

Sprocket \$89.99, Chain \$160, www.ktm.com.au, (08) 9351 4771

I decided to go up to a 50-tooth rear sprocket on my KTM 250SX longterm motocrosser to better pull me around the track.

As the standard chain was too short to go up a tooth on the sprocket I had to replace both.

This chain and sprocket is straight out of the KTM Hard Parts catalogue. The sprocket is an aluminium one that has been anodised

It has cutaways to prevent mud build-up and feels very light. It was easy to fit. It bolted on with no dramas and the orange anodising looks trick.

The chain is a KTM orange O-ring chain.

I wouldn't generally run an O-ring chain on a 250 but this 250cc two-stroke Kato motocrosser puts out enough horsepower to handle it and this chain has minimal drag when lubed up.

The chain appears to be quite tough and after a few rides hasn't needed any adjusting.

I will keep you all posted as to just how well the chain and sprocket holds up as I increase the power output of this machine.

ADB Technical Editor Mat Boyd

### **ISPY 1525 GPS TRACKER**

\$269, www.ispygps.com.au, 1300 132 051

It is every rider's worst nightmare; waking up to find their bike has been stolen from the garage, trailer or motel car park. Bike theft is a major issue. You may think your bike is safe in a nice, leafy suburb, but with crims getting smarter and more tech savvy. nowhere is safe.

Thieves are using sites such as Gumtree and Facebook to track the whereabouts of certain model bikes before going to steal them. And that's just the start of it.

So how do we combat bike theft? Well, the truth is, unless you live in Fort Knox, there is no sure-fire way to prevent the theft itself. But there is a way to track the bike once it has been stolen.

GPS tracking is not a new thing, but there's few options out there when it comes to vehicle tracking. iSpy provides a simple, yet highly effective way of keeping track of your bike. The device can be placed wherever you like, but it is often placed out of sight, preventing thieves from removing it before moving the bike.

With the device installed in the bike, you can use the iSpy app (available both on Apple and Android) to track your bikes whereabouts 24/7. The technology is so accurate that when I was on the phone to Darren from iSpy, he was able to tell me the exact location of our super-trick RM-Z250 subscriber giveaway bike fitted with the tracker, right down to its position in our warehouse. He was also able to tell me where Editor Mitch Lees had been riding a few days earlier.

The unit can track previous rides and movements, speed and engine hours. And, if your bike is moved without your knowledge, you'll receive an SMS alert letting you know. You'll then be able to track the bike's movements.

This handy piece of technology is something that should be more widespread. In an ideal world, we would prevent theft all together, but once a theft has occurred, the most effective way of retrieving the bike is to be able to track it via GPS. Of course once you know its whereabouts, we recommend you phone the police, not take matters in to your own hands!

There are fees assosciated with running the iSpy. These range between \$90 and \$360 annually depending on the package. We'll continue to test out this gadget so stay tuned.

Dylan Ruddy





### **★ WHY I BOUGHT IT**

I had a Yamaha XT500 and it was getting tough to ride through the singletrack on Lue Station (now Louee Enduro and Motocross Complex in NSW) so I looked around for a smaller bike.

Lue was a different place back in the '70s and '80s, when you didn't need a full-on enduro bike to enjoy riding there.

### **WHAT** I DID TO IT

I put fuel and oil in and replaced a few drive chains. When the original 'grips started to split, I added some electrical tape to hold them on. Oh - and it had a new piston about 20 years ago.

### **HOW** DOES IT GO

For an old bike it goes surprisingly well. It climbs into

the powerband more than you would expect and, just pottering around, it will climb anything.

It probably wouldn't impress anyone under 50 because the suspension is a bit lightweight by today's standards. And probably 1978 standards, too, come to think of it.

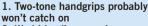
### **▼ WOULD** I RECOMMEND IT

I would recommend it to anyone who wants to potter around the bush.

Modern bikes seem to be built to go fast, but the DT wasn't and it's a real pleasure to throw a leg over it, kickstart it and fill the bush with blue smoke. Low maintenance costs.

I've proven that ... You can chuck this bike in the shed and forget it. The pre-mix oiler still works, too. with Sam Maclachlan Paul gave the bike to his daughter when she got big enough to ride it.

- As an adult she put road tyres on it and used it as a commuter bike in the eastern suburbs of Sydney for a decade.
- She frequently got airborne down Crown Street, Darlinghurst.
- It is rumoured that Paul and the DT once held off '80s enduro champs Steve and Greg Pritchard for a few minutes, deep in the Lue hush.
- It is now retired to a five-acre property, **l**seeing out its years in a stable next to a Yamaha XT660R and a BMW R1200GS.



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# **SHORT AND SWEET**

The main thing we concentrated on with the bike was to fit the controls and cockpit for a short guy like me. We got everything kind of bunched up for me and keeping it low so I feel comfortable on it. Basically, the 'bars are back, the seat is cut and the pegs are raised. We are changing things a little every weekend, though. It's kind of a work in progress.

### **BRANDON ANDERSON XTHE MECHANIC:**

Just like any rookie coming into the 450 class, it takes time to gel with the power and the ergonomics. Blake's strengths are corners, so getting everything else up to his strength and keeping his strength was a priority. That sounds like a roundabout answer, but having a setup that fits all - we've got to have him doing whoops, too, we can't have him just blazingly fast in corners, so we've tried to have him sitting on top of whoops, and driving as he should into the face of things, just making sure we're balanced.

We were lucky to get Blake, he's a good rider and, with the situation with James [Stewart], we're down to one rider. A lot of the focus with Blake was him getting used to the bigger bike. The weight, the power, the inertia, you put it all together and it adds up. And where James wanted a certain power, maybe more rideable. Blake wanted it more radical, but we hit a really good combo that Blake is happy with. Shan Moore

## **ABOUT BLAKE'S** RM-7450

- Blake Baggett runs his suspension softer than James Stewart did.
- Baggett runs a bit of flywheel weight to smooth out the power delivery.
- The brake rotors are works units. Suzuki does like sharing the love.
- The Yoshimura exhaust system is full titanium with a carbon fibre muffler.
- The triple clamps are factory parts and, according to mechanic Brandon Anderson, are constantly changing in material makeup and configuration.

- 1. Flattish handlebar and low works triple clamp are designed to suit shorty Baggett
- 2. Carbon-fibre disc guard hides factory wave brake rotor
- 3. From this angle it doesn't look much different to Matt Moss's championship winner













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After two months, I finally managed to get in a decent stint on the Husky. A 70km trailride out at Labertouche in Victoria's south-east gave me a chance to really appreciate the forgiving nature of the FE350. While we still haven't found what we're looking for (a nice, long singletrack loop), Labertouche still provided some tough challenges for both bike and rider.

Some challenging hillclimbs and descents kept me on my toes and gave me a chance to get some important hours of riding in. For the first time since getting back on the bike in December, I actually felt confident and capable. The video that was posted to our Facebook page might suggest otherwise, but I felt like I was flowing through the trails more and was spotting obstacles more quickly than on earlier rides.

I did have a couple of spills along the way and as it turned out, most of them were in front of the video camera. As a result, there was some minor damage to the Austrian machine. The end of the clutch lever snapped off and while it will need to be replaced, it was still usable for the rest of the ride.

The other problem was a small dent in the frame, just under the petrol tank, most likely caused by a sharp rock. I only noticed this after the ride and immediately sought advice to ensure that this wasn't a major issue.

I had heard stories of frames having to be replaced due to small cracks, so I figured it was better to be safe than sorry. Although I'll need to keep an eye on it, the ding shouldn't cause any more problems going forward. Aside from those small problems (caused by the rider), the Husky has been faultless.

It dragged me up every hill with little effort. It is amazing how versatile the 350 is. You can tip it in and out through tight singletrack before opening it up on a bit of fast and wide fire trail.

And in those tricky situations, there is always a little bit in reserve to keep you going. So far I haven't found too many flaws.

If I had to whinge about something, I'd say that the white plastics do not hold up very well so the bike does not maintain its 'new' look for long, but that is really scraping the bottom of the barrel.

My next ride will be a five-dayer in Tasmania. From what I have been told, the ride will include a bit of everything; high-country type riding, 4WD tracks, singletrack, water crossings and even some sand dunes.

It will be a good test, not only for me, but also for the bike. I will need to replace the clutch lever, but aside from that, a quick oil and filter change should have the Husky raring to go.

The tyres should be fine, but could need replacing after five long days in the Tassie hills. I am still keen to make some changes to the suspension, but that will have to wait until after the ride.

For now, it will just be a case of playing around with the clickers on the 4CS fork. I also think some new grips might be in order.

The stocker's aren't in bad nick, but due to my habit of crashing, the ends are a bit worn.

I also would like to try some aftermarket, and preferably wider, footpegs.

But once again, that will have to wait until after my next ride. You'll be able to read all about the Tassie adventure and how the Husky faired in our next issue. Stay tuned.

Dylan Ruddy







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# A LITTLE REMINISCING

It's been quite some time since I have found myself regularly riding a 250cc two-stroke. I had almost forgotten what they were like.

They take strength, skill and a whole lot of fitness. These things used to be the premier class bike so it surprises me when I see parents throwing their 16-year-old whippets out on the race track expecting them to hang onto one.

The biggest thing I have noticed being on the two-stroke is they are much easier to get out of shape on than the four-strokes. The four-strokes have a little more weight and that bulk, along with the engine braking, seems to keep them a little more planted even when the rider has got their line or body position a little wrong. If you aren't on your a-game while out riding a 250 two-stroke then you are going to be in for a wild ride. Anyway, my point is these things take some muscle but I'm having a ball.

I grew up racing two-strokes so the KTM has brought back memories. For me, riding these days is about enjoying myself and there hasn't been a day I have jumped off this bike without a smile.

I have set up the suspension using a 6.0kg spring in the rear and .50kg springs in the front. The suspension has been re-valved and filled with Motorex. The valving is very close to being standard as, once I increased the spring rates, the suspension started to sit higher in the stroke and absorb the bumps much better.

I have slowed the rebound slightly, stiffened the overall feel of the rear shock and stiffened the low-speed on the fork, and the suspension is doing its job perfectly.

I wanted it to be smooth and progressive and handle everything along the way and that is exactly what I have ended up with. I am quite happy with how the 4CS fork performs. This is my first experience running a bike with this style of fork and, so far, I am a fan. To top off the bike this month I added a Kustom MX sticker kit from A1 Accessories, a KTM holeshot button and KTM 50-tooth rear sprocket and orange O-ring chain. The reason I chose to go to a

TOTAL HOURS

50-tooth was to provide a little more torque low in the rev range to drag me around the track.





# IT'LL ALL COME OUT IN

Development of Project On The Gas has stalled because "my" bike is being used in an upcoming ADB 300cc stroker comparo and, therefore, needs to remain stock for a while longer. I had reached the point where I was going to Terry Hay's Shock Treatment to dial in the fork and match it to the Reiger shock, which I am really getting on with.

So far, the Gas Gas experience has been blissful but, like all bikes. it's not been perfect. The sidestand is a bit of a needle in the soft stuff when trying to park it.

A wider base would be nice but that might leave a big dent in my shin every time the sidestand flicks up as I move the bike in the shed which is often because I am moving it all the time.

The Gas Gas isn't the only bike in Oz to run a self-retracting sidestand - ADRs are to blame - but I will be removing the inner spring to turn it back into a manual sidestand soon. There is a rubber ring to hold the stand in place when riding but, in the past I haven't had any troubles with this mod. I have done it to KTMs, Husabergs, Husqvarnas, etc. It pays for itself in quick time!

Keeping the 300 clean has been a cinch thanks to the wad of Global Racing Oil (GRO) products that arrived with the bike. The trick to any new bike is to wash it straight after a ride, otherwise you will never get that new-bike shine back.

The dirt just falls off after a soak for a few minutes – I haven't had to break out the sponge or brush yet. Even after riding at a sandy, clayfilled, wet track (you can see me dump it in a puddle as I played goon rider for the Jess Gardiner How To Video on the website), a pressure wash didn't really do the trick. I got home, soaked it in GRO bike wash and 10 minutes later it was spotless. Amazing stuff.

As soon as the bike finishes its test duties, I will replace whatever the testers have done to the tyres - they will be flogged knowing ADB bike tests - and take the bike to Terry Hay's Shock Treatment for some fork love. He can't wait to have a look. Then it's time for a weekend away on the Gasser. Sam Maclachlan



## **LABERTOUCHE** GIANT KILLER

Finally, a chance to take the Sherco on a trailride right up its alley. Previous tracks we've ridden have all been tight singletrack, and while the tight tracks are where the Sherco shines given its superior handling, I was keen to throw it at some gnarly, chewed out 4WD tracks.

To do this we headed for Labertouche. The four-wheel-drive community have dug trenches that not even an R1200GS could match, so there are ledges and rock steps aplenty.

Unfortunately a lot of it is as wide as a truck so it wasn't so much a tight, flowing twin track as a place to refine your extreme enduro skills.

The Sherco was right at home hopping up and over some of the 50cm ledges and descending some of the slippery, hard pack clay (see our Facebook page for video of Dylan struggling in the slippery conditions).

I found the limit of the suspension pretty quickly as well, after launching off some large erosion mounds.

With open track there was plenty of room to build up speed, which meant hitting erosion mounds in fourth gear tapped.

The landing was generally uphill, slamming down hard on the suspension. It was obvious I needed heavier springs, at least in the rear. I'm keen to try a few different settings Sherco has suggested so I will make the call on aftermarket suspension once I've exhausted all the options of the stock set-up.

The other ride I did was with Isle of Man TT champion, Cam Donald. Cam guided me through some trails in state forest near Kinglake.

Cam and I swapped bikes, giving Donald his first ride on a Sherco in almost a decade.

He couldn't believe how much the bike had changed and loved every minute of it (see Cam's thoughts on the ADB Facebook page).

Mitch Lees

## SECOND DATE

This month has really flown by. With not much time on my hands I decided to leave everything completely stock on the 2015 WR250F and just go out for a few burns to get a better feel for it. Having spent a good few days out on the trails I now have a handle on where the WR-F is at with the standard settings and what needs to be modified.

First of all, the overall suspension package is a great set up for the trails. It soaks up the small choppy stuff effortlessly and makes a long day in the saddle comfortable, "comfort" being the important word here. If you're solely a trail rider who isn't concerned about your speed on the trails, then the standard set-up might be right up your alley.

When it comes to hitting rough, whooped out sections at speed, the comfort factor starts to feel like an old lounge chair. Both the front and rear of the bike tend to wallow through the stroke and make for an unsettling ride.

The suspension is much too soft for any type of hard charging and for my average weight of 80kg, we'll need to both stiffen up the springs on the front and rear and beef up the low-speed compression valving.

The brakes, clutch and ergonomics feel great on the WR-F. I've always liked the front brake on Yamahas and the 2015 offers the same strong and consistent feel. During one of my rides I got stuck into some decent hillclimbs and was very surprised that the clutch stayed relatively consistent for a cable set-up and didn't build up too much free play.

The thermo fan also worked incredibly well and prevented the engine from overheating even when punished on a very warm summer's day at Goanna Tracks. As for the ergos, the new WR-F has a unique feel that takes a couple of rides to get used to.

The tank is a little wider than some and the headlight seems to sit a long way out from the handlebar. Like any new model bike, after spending an hour or two in the saddle everything starts to feel right and you can't imagine it being any different.

The fact that this engine is practically identical to its powerhouse YZ-F sibling is a little hard to believe the way it comes standard. The bottomend power is plentiful for a 250 and makes it easy to chug up hills. The snappy response helps get up and over obstacles.

However, you don't get far through the rev range before you hit a major flat spot. The mid-range is held back drastically by the ADR exhaust. The top-end still revs out quite well but is again, well and truly held at bay. A pipe mod is definitely first on the agenda.

ADB Enduro Editor Jake Stapleton













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## ND TWO-WHEELING

It's full-steam ahead for riders in Katherine with a new committee pushing ahead

The Katherine Motocross Club has elected a new committee for this year and is looking to continue providing the Top End with a high-grade motocross track and enduro loop.

The 1850 metre, natural-terrain motocross track is wide and flowing, with plenty of challenges to help new and intermediate riders improve their skills.

There is a mixture of technical and standard sections spread around the track.

The fast and open nature of the track also will test the skill level of more experienced riders - as speeds increase, so does the technical difficulty of the circuit.

The combination of high-speed sections, sweeping corners and tight, twisty areas, mean the track is not suited to just one type of bike.

The club has introduced a new, noncompetitive seniors' category called Farmers' Class. The run-what-ya-brung category features dead-engine starts and short races.

The class already is a hit with mums and dads who want to get more involved in the race-day action, and have a laugh, without the intimidation of the competitive categories.

The 12km enduro loop can be as challenging as a rider wants it to be. An average rider can complete the loop in 45 minutes, and its open nature makes it suitable for 65cc and above.

The MX track and enduro loop are open to all current financial members. Visitors are welcome, as long as they hold a MA license and advise a committee member in advance.





























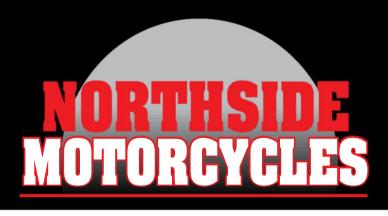












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## **KID-SIZED TIP!**

## ON THE REAR

Sure, that lever next to your right footpeg is called a rear brake, but that name is kind of misleading - it's less of a brake and more of a versatile riding tool.

The front brake generally takes care of most of your actual stopping/slowing duties, the rear brake is there to add stability and a bit of stopping power - the amount of weight transfer forward as braking occurs actually restricts how effective it can be. But it can be really effective in many other duties.

For instance, if you launch off an MX jump or an erosion mound in the bush and the front wheel is too high, pulling in the clutch and hitting your rear brake can help bring the nose back to an acceptable angle.

Or perhaps you are having trouble holding the front wheel in a rut – it keeps wanting to climb out. Adding some rear brake can help squat the front end and keep the front low.

Or even hill starts. Holding on the front brake makes it harder to use the

throttle and is also relatively ineffective. Gravity means there's less weight on the front wheel and you will find yourself sliding down the hill. Instead, use the rear brake to hold you still until you gather the forward momentum you need.



Is your bike a bit too snappy out of corners? Use your rear brake to help dull the throttle response and keep the rear under control.

As you can see, the rear brake is not "just" a brake. It's more of a Swiss army multi-tool.



## THE NEC' LEVEL!

#### WE ASK MX LEGEND STEPHEN GALL THE THREE THINGS AN ASPIRING PRO MOTOCROSS RIDER SHOULD AIM FOR

So you want to make the Big Time, but aren't sure where to put your training effort?

Is it just time on the bike, working on specific physical skills, or is beating yourself with a cricket bat every night before bed the ideal preparation?

Instead of guessing, we asked a man that knows – four-time Mr MX winner and a riding coach who has taught many youngsters how to ride fast, Stephen Gall.

"When it comes to how a kid trains and practices for motocross, there's a few things to consider. The parents and the kid really need to know where they want to go with it all, because you need a plan for training - just like you need a business plan, or a plan for anything you want to succeed in.

"Too much pressure from the parents too early can lead to one jaded rider who, by the time they turn senior, is just over it.

"I have seen it many times. The big picture is that early, short-term results don't really do as much for the kid down the line as a proper plan does.

"It's important school isn't forgotten here either - you need the plan to produce well-rounded riders who are not only fast, but are consistent, content and able to look after themselves by the time they can't rely on their parents anymore.

"The pathway for kids in Australia is difficult - there aren't many good rides around, here or overseas, and it's very competitive. You need to be very analytical about all this.

"Here are the three most important things to consider, in my experience – and they aren't all about riding fast."

#### 1 HAVE FUN AND ENJOY YOUR RIDING

We all have fun in different ways. Too many people think they need to have fun by doing what they think are normal 'fun' things, which does not always help your riding.

Young riders need to have fun with eating and drinking correctly for better riding performance (do your own research here and check out the AIS website).

Train to develop your riding and racing, but ensure you have fun with it.

Being lazy, eating badly and too much electronic gaming can be a personal treat when you have trained very hard, won a big race or achieved a big personal goal: but not as a normal part of your life.

#### WORK ON YOUR SKILL AND RIDING **TECHNIQUE FIRST**

Many parents and riders worry about race results and plastic trophies before actually concentrating on the technique and skill that will take a rider places as they get older and the competition increases.

It's not enough to just go riding. Top all-round skill is made up of percentages: skill goes into it.

How you eat and drink makes up those percentages. The most important asset you can have to get a factory ride is skill, but that comes from doing minikhana, riding a variety of surfaces and disciplines.

Trials riding is great for your riding, dirt track is a great way to work on braking, throttle, body position, etc.

You develop skills with different types of riding. You need to learn all kinds of tracks at a young age. It's quality riding that will

Ride for consistent lap times, or go in reverse, set up a bush track that is technical, do long motos, do sprints.

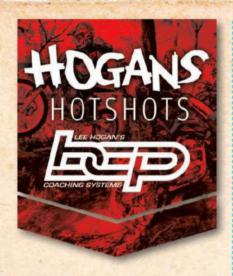
Don't just go trailriding on a motocross track, it won't improve you.

#### 3 LEARN ABOUT THE MACHINE

Maintenance, trying to understand the technical aspects of the bike such as suspension, geometry and engine are important: don't just let dad/mum do all the work because when you grow up and mum/dad are not around then you will usually fall behind because of your lack of tech knowledge, lose motivation and give up or slow down your progression to higher achievement levels.

Some parents don't let kids touch the bike. I suggest the kids need to know the technical side of things: how can they set it up if they don't? I didn't know myself when I was young, I'm not as technical as I should be - I need to know more and if I had, I would have been a better rider (Ed: not sure that's possible...)?





#### **DUKE WILLIAMS**

Date of birth: 13/3/2008 First Bike: Yamaha PW50 Current bike: KTM 50SX Mini Home town: Leongatha, Vic Hobbies: BMX, skateboarding, footy

Race results: Watch this space





## READY TO RUMBLE

Normally, this column features established young stars who are already well on their way. But every now and then I like to throw in someone a bit different, like young Duke Williams who I've come in contact with over the last 12 months at several riding schools.

Duke Williams is only seven and, I must say, he's a tad small for that age. But what he lacks in size and years on this Earth he makes up for with a limitless amount of energy and enthusiasm.

Even a five-day motocross boot camp can't slow him down and when the final day comes he is chomping at the bit for more.

He's the kind of kid that, when you finish a clinic around 4pm and everyone else is getting out of their gear and licking their wounds, you can find Duke on his BMX somewhere trying to find a jump or berm.

Basically anything that will keep him from having to sit down and chill for two seconds.

Duke's first motorcycle was a Yamaha Pee Wee 50 and after he figured out its limits he quickly stepped up to his current bike, which is a Demo Class (formerly Div. 1) KTM 50SX Mini two-stroke.

The family lives in Leongatha, Vic, so the obvious choice for Duke was the Korumburra Motorcycle Club.

The club has proved to be the perfect training ground for Duke as he figures out his strong points on the bike and what he needs to work on. I first came across Duke at one of our BCP riding schools.

I was unable to make the first day of the clinic but when I spoke that night to my main coach for that day, Tim Vare, he told me all about this young, mad dog who was full of beans and had him laughing all day with his full-on enthusiasm.

Sure enough, the next day I got to meet Duke and see the boundless energy he has.

Over the last few months, Duke has attended every one of our BCP courses and his improvement has been huge.

Every time we see him he seems to have picked up his speed and technique and he's always keen to learn more.

While the youngster is yet to compete in a race, he is only weeks away from lining up at the gate for the first time, which will be exciting and life-changing for him.

Whether he chooses to chase his dreams and become a professional racer or just follow the sport for fun on weekends is yet to be seen but one thing is for certain and that is that he will give it 100 per cent every time he hops on the motorcycle.





















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Gippsland MX Champs (R2), TBA 18-19 April 18-19 April Victorian Off-Road Champs (R2), Corner Inlet

### **NORTHERN TERRITORY**

2 April Natural Terrain MX, Ilparpa 25-26 April Off-Road Night Enduro series (R2), ASMCC



#### **NEW SOUTH WALES**

10-12 April Condo 750, Condobolin 18 April Amcross (R2), Goulburn 18-19 April Trackmasters, Barleigh Ranch

#### INTERNATIONAL

6 April FIM Sidecarcross World Champs (R1), Switzerland 10-11 April FIM Night of the Jumps (R5/6), Switzerland 10-11 April FIM Freestyle European Champs (R5), Germany 11 April AMA Supercross (R14), Houston, Texas 11-12 April FIM Enduro World Championship (R1), Brazil 12 April FIM Sidecarcross World Champs (R2), France AMA Supercross (R15), Santa Clara, California 18 April FIM Speedway Grand Prix (R1), Poland 18 April 18-19 April FIM Enduro World Championship (R2), Chile 19 April FIM MX World Championship (R4), Trentino 19 April FIM Sidecarcross World Champs (R3), Spain 25 April AMA Supercross (R16), East Rutherford, New Jersey 25 April World Speedway League, TBA 26 April FIM MX World Championship (R5), Valkenswaard



#### **OUEENSLAND**

3 April Qld Jnr/Snr Dirt Track Champs, Doohan Raceway 4 April Qld Motocross Champs, Six-Mile Raceway 5 April Qld Jnr/Snr Long Track Champs, Doohan Raceway Two-Day Enduro Champs (R2), Mt Perry 11 April Sunshine State MX Series (R3), Leyburn 18 April Go Girls Series (R2), Dundowran Park 25 April



#### **SOUTH AUSTRALIA**

SA Off-Road Championships (R1), Velocette 12 April The Troy Moto Trials (R1), Juventus 12 April 19 April West Coast Ep Series (R2), Ceduna 19 April Stocko's Enduro (R1), Victor Harbour SAPMAC MCC Pony Express, TBA 19 April 26 April The Troy Moto Trials (R2), Victor Harbour 26 April ASA MX Sidecar Spectacular, Naracoorte



26 April

#### NATIONAL

Speedway Sidecar Champs, Arunga Park, NT 4-5 April MX Nationals (R2), Appin, NSW 12 April 11-12 April Post Classic Motocross Champs, Ravenswood, Vic Australian Off Road Championship (R3/4), Vic 18-19 April 26 April MX Nationals (R3), Broadford, Vic

FIM Supermoto World Champs (R2), Italy



Jnr/Snr State MX Champs, Shark Lake 4-5 April 19 April King of the Sand, Wanneroo Chidlow Challenge Jnr Open, Eric Walter Park 23-24 April Snr Enduro Champs, Busselton 31 April 31 April Jnr/Snr MX Open, Hendley Park

## RALLIES AND TRAIL TOURS

10-12 April 11-13 April 11-12 April 14-18 April

Three-Day Tour, dirttraxtas.com.au Bike Nuts and Piss Heads, bullerhikeadventures.com.au Dorigo Express, coffsharbourdetour.com.au Five-Day Kosciusko Ride, klausatbt@optusnet.com.au

17-19 April 24-26 April 25-26 April 26-28 April

North Coast Three-Day, coffsharbourdetour.com.au Three-Day Anzac Tour, dirttraxtas.com.au Tour of Duty, bullerbikeadventures.com.au Three-Day Mt Beauty Ride, klausatbt@optusnet.com.au





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## 00000000 FLASH BACK April 1985 80 PAGES, \$2.50 Compiled by Warren Jac



#### **SUCCESS STORY**

The updates to the 1985 XR250 were minimal but much needed. The main problem had been excessive top-end wear from poor lubrication due to overheating. Not a problem for the social trail rider but many XRs were being used in enduro competition, where they worked much harder. Oil feed had been improved and a more efficient oil pump added. The power delivery was fairly narrow by fourstroke standards but the six-speed, close-ratio gearbox was designed to make the most of it. The trade-off was that at speeds above 80km/h the motor was rewing hard and vibration made for an uncomfortable ride. The XR's strength was in the technical riding. Recommended price in NSW was \$2149.



### N THE COVER

If a dirt bike outsells everything else in the country then it deserves a front cover. The XR250R-F was such a bike but we'd have given it a cover anyway.



#### **250 MOTOCROSSERS ON TRIAL**

ADB put the four 1985 Japanese 250cc motocrossers to the test in a shootout at three different tracks in order to establish their strengths and weaknesses.

Both the Honda and Yamaha suffered from shock fade, the Suzuki was the hardest to toss around and the Kawasaki had a grabby clutch, making feathering difficult.

The Honda had the smoothest power delivery and the Suzuki produced most of its power high in the rev range. The Yamaha was fitted with BASS (Brake Actuated Rear Suspension System) but the test riders were not convinced of its effectiveness. The verdict put the Kawasaki and Yamaha up top with the Honda and Suzuki at the bottom. The Kawasaki was the winner, with the margin being very narrow. It was suggested that your final choice could come down to which dealer was closer to your home, with maybe some consideration given to the better spares kit supplied with the Kwaka.

#### **CHUCKIN' MONOS**

What's best for chuckin' a mono if you happen to chuck 'er down the road? Honest Muz and Fred Gassit did the honours for the photographer as ADB studied which was the best wheelie machine out of the DR250 and KLR250. The DR was able to lift its front-end easier under power but needed some effort from the rider. In the case of a loop-out, the rear end was more expensive to replace than that of the Kawasaki by about \$5. The Kawasaki produced its power higher up and needed even more effort to aviate the front tyre. Both bikes had a smooth power delivery, making balance-point wheelies easy once the front tyre was at a suitable altitude. The Kawasaki tended to lose oil from the engine breather during long wheelies. While all dirt riders appreciate the poise and poetry of a good, long wheelie the local constabulary don't, and didn't then either.



#### **TEN GOOD USES FOR BOOT SAVERS**

Many ideas have come and gone in the world of dirtbikes over the years. Some were silly fashion fads and some were examples of mechanical ingenuity best forgotten. The sure-fire way to tell if an idea was really any good was how long it hung around. The fact that most of you reading this are wondering "what's a boot saver?" should tell you all you need to know. Honest Muz unleashed his sense of humour and his Artliner pen on the subject and came up with another of his popular "Ten Good Uses For..." pages. Boot Savers were nylon tubes shaped a bit like a funnel that cost about \$20 to \$30 and were designed to protect your boots from crud. It was always good for a laugh though when someone would ride off without realising the kickstart lever was inside the boot saver. They would come to a corner, attempt to put their foot out and tip right over.

MiniRider magazine was introduced inside the issue. Edited by Andrew Clubb, most recently at Trailzone, it was a section devoted to kids' bikes.

Adam Rees wrote to ask how he could hit the powerband on his 1979 RM50. The guy is probably still looking for it.

Three young women, Sharyn, Lisa and Jenni, wrote in to tell of their adoration for Honest Muz and to ask if there was a fan club. GE replied that there hadn't been one since Muz's mum

**BRIGHT SPARK** 

You might think that bright colours are a fairly recent thing for riding gear. You'd



#### **DO IT ALL**

Metzeler extolled the virtues of their tvres with this ad implying that one tyre suited all conditions.



#### **ODD CHOICE**

Today a Honda Odyssey is an ugly people-mover but Honda first used the name for this

250cc-powered kart that had an auto clutch and torque converter. The Odyssey grew to a 350cc and then a liquidcooled 400cc before being discontinued.

sales manager by the Queensland Yamaha distributor, Annand & Thompson. Now he's the big boss for

#### **BIKES FROM** THE DAYS WHEN **DINOSAURS ROAMED THE** PITS





In 1982, Kawasaki was the first Japanese manufacturer to fit a new feature to a bike, and the last to fit one. The KX125 B1 tested in the February issue had liquid-cooling, which Kawasaki was the last to adopt. The other new feature was the hydraulic front disc, which Kawasaki was the first to introduce.

The liquid-cooling was a little unusual in that it had a radiator on one side only. Kawasaki had been slow to adopt it as the company had not considered it necessary with its electro-fusion barrel, a hard coating directly on the bore. But the market wanted water pumps and radiators so Kawasaki gave in.

The bike had been through a solid two weeks of testing by Kawasaki Australia on a very wet Broadford track before ADB got it. After that "big thrash" the barrel, front disc, the rear brake rod (which rubbed against the frame) and a crashdamaged brake lever were sent back to Japan. When ADB took it to Dargle for an equally wet ride the bike had to be run in.

Visually the bike was attractive, with the eye drawn to the European-style number plates moulded into the rear guard. Chain adjustment was very trick with the rear axle mounted in eccentric collars.

The gearbox was a six-speed, close-ratio set-up and power was mostly in the mid to upper range.

The disc brake impressed ADB's testers, one of whom was MX hotshot Greg Cady, and it was claimed once you learned how to use it properly, no one would be able to out brake you. Turning was a strongpoint of the KX125-B1 as well and it was said all arguments about such an abstract subject as turning would be settled by the Kawasaki.

Suspension was found to be a little soft for the test riders but was probably spot-on for skinny kids moving up from the 80cc class. The fork was running eight pounds of air, which was said to be the hot set-up, but all agreed heavier oil would be an improvement as, when speed increased after running-in, Cady was able to take the suspension to the limit with some hard landings which then produced head shake.

With this pre-production model, ADB concluded that Kawasaki had produced a bike with easy-to-use power that did everything well and turned and braked a little better than most.

"What you may lose to the wildly ported time bombs on the straights you make up for as you brake late, turn quickly and traction off out of the turns."



With Aussie women doing so well in MX and enduro, it's time to have a word with one who helped pave the way, 'Maico Mama' Ele Knowles Fraser



#### You're originally from the US. Did you start riding over there?

No, not until I arrived Down Under in 1971. I came from the east coast, the New England area and had friends who rode. I did a joy ride or two but never had the knowhow or opportunity to get into it. When I landed in Sydney, I bought a Suzuki Savage, a 250, from Ryans Motorcycles in Parramatta (from Dennis Alderton). I took it to a popular riding area in Landsdowne (western Sydney) and started trying to ride in the dirt.

#### Teaching yourself must have had its limitations?

True enough, but one day a bloke arrived with a Husky, which at the time I'd never heard of, and rode it like a champ - so fast and in control. So I simply walked up to him and asked: "Can you teach me to do what you do?" His name was Bruno Abei and he took me under his wing and pointed out things I needed to know. By 1972 I had met Geoff Eldridge and he encouraged me to really have a go at it.

#### Did you ever go riding with GE?

I sure did. We went to Nyngan in 1972, four of us, GE, his girlfriend Connie, his brother Phil and I in a car I'd never heard of, an EH Holden. Two things I remember well from that trip was that the bikes kept falling off the trailer, and when we arrived we chased kangaroos in that red dirt and dust (that's when I learned the importance of a clean filter). I was new to Australia. I was in seventh heaven and it was fabulous.

#### So what brought you to Australia?

I'm very independent. I wanted to get as far away as possible, have a change, experience unknown adventures and figure things out on my own. It was Australia or Africa and this is where I ended up.

#### How did you get into racing? In those days it was pretty much exclusively a male sport.

Back in the '70s there were no other girls riding. As I said, Geoff Eldridge encouraged me to have a go. I entered a club day at Bilpin - totally no idea what I was doing or in for. It rained non-stop all night. The conditions were

so bad that a lot of riders didn't take their bikes off the trailers. I seemed to be a laughing stock from the sidelines until Laurie Alderton pointed out to them that at least I was having a go. That lifted my spirits a lot. At the end of the day I was exhausted but I'd had a ball and enjoyed the challenge.

#### Was that on the Suzuki or where you on a Maico?

That was on the Suzuki as it was still the early days of my riding. I used to ride the bike to work on week days and just swap the rear wheel to a knobby tyre for weekends - imagine doing that today! The CZ and Maicos came along when I was able to upgrade.



#### So when you started racing there was no Ladies' Class, you would have had to line up with all the boys. What races did you ride in?

Women didn't ride in those early days. In 1972 I rode in the International Motocross at Oran Park, in the support races. The good Aussie riders rode the main races with the stars. The international contingent included Joel Robert, Roger De Coster, Andy Robertson and Willie Bauer. I was lucky to be accepted and able to mix it with the boys. Sometime later a clever person introduced a Miss Motocross Series. I had a head start on the other girls as I'd been at it longer. Realistically I was never going to beat the blokes, but sometimes I would win the holeshot. I loved the starts. Racing with the men meant I had to learn quickly. I never wanted any favouritism or head starts. For me it was about having fun more than where I finished.

#### A lady rider in motocross would have stood out from the crowd?

Oh yes, there was media coverage as the only female rider. There was a fair bit of newspaper, radio and television interviews. I was on the cover of a European MX magazine and went on the Mike Walsh Show demonstrating riding gear. On the subject of riding gear, I always wanted white boots but they only ever came in black.

#### Did you ride anything other than motocross?

I rode some enduros and the BP Desert Rally twice. I'd have a go at just about anything.

#### Are you still riding?

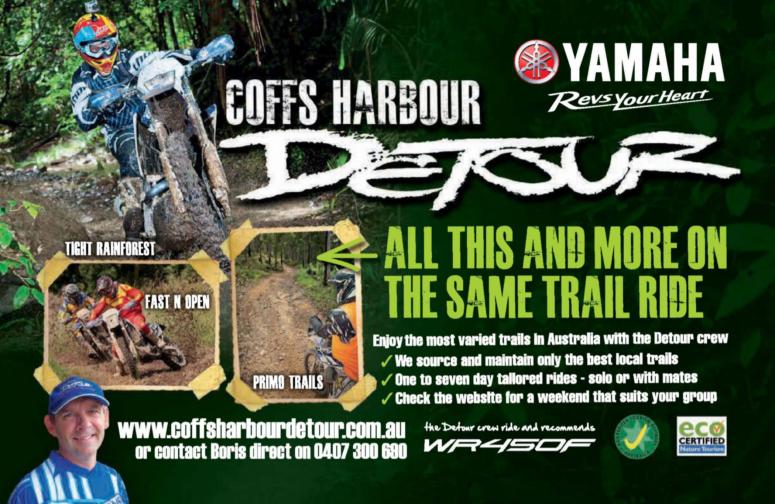
Last year I sold my last bike, an R1200GS BMW. Having ridden in one way or another for over 40 years, I felt it was time to stop. Falling off now would ruin everything as I still have so much to do. I have been hit by a car on two occasions, once on a bike and once as a pedestrian plus I've had the usual run of dirt bike injuries to my knees and things.

#### You're enjoying retirement then?

My husband, BJ and I sold the farm we developed in Barrington just north of Gloucester, NSW, and travelled the world. Now we are building a new home, again in Barrington. We both need projects and love creating things.

#### You've already mentioned a few well-known names who encouraged you to ride, are there any others you'd like to add?

John Behrens, Laurie Alderton, Terry and Anthony Gunter, Per Klitland and Hans Appelgren were only a few who were always encouraging me. Great blokes. I feel so lucky to know them and so many others and to have been a part of their racing world. I must say at this point, there's only a very small comparison between my riding days and women's today. They are younger, fitter and faster than I ever was and far more competitive, committed and professional. I bought a new Husky just last week. A new, fast, shiny Husky is sitting downstairs right now, all set up and ready to go. A Husqvarna sewing machine. That'll do me for now.

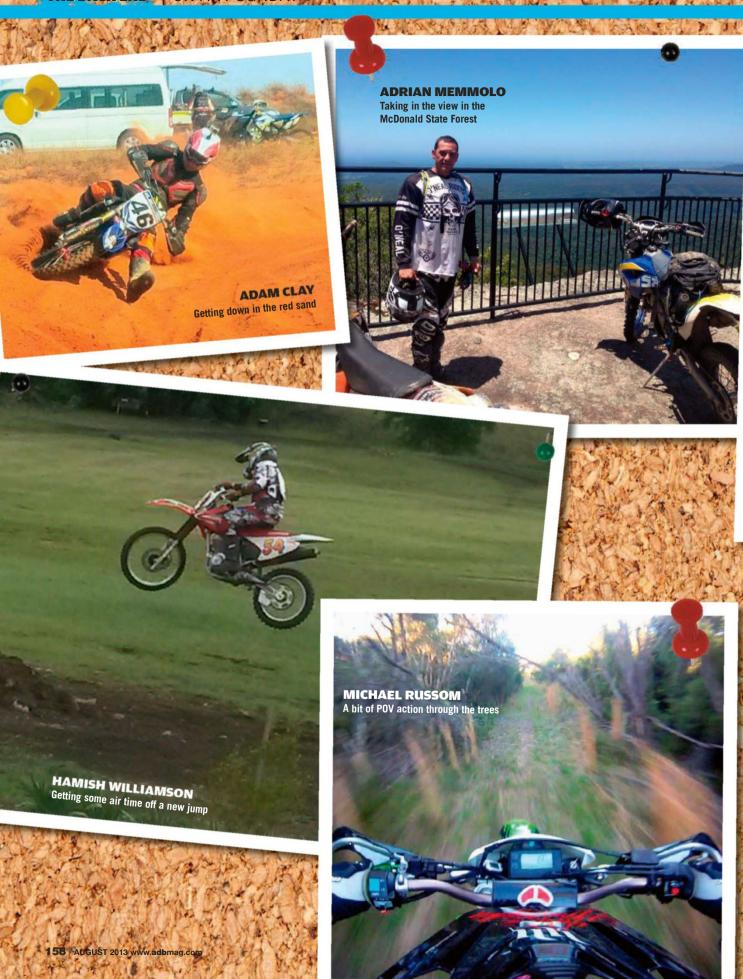




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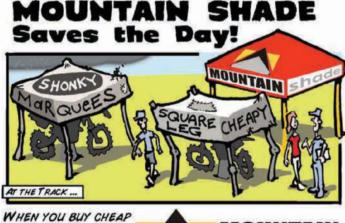










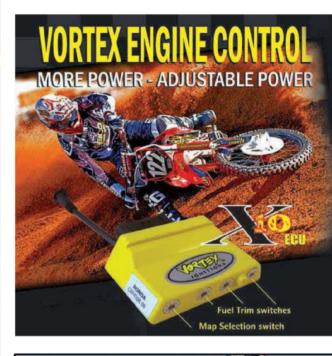


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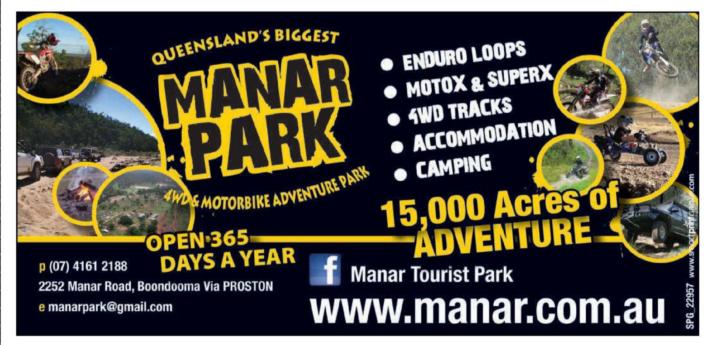
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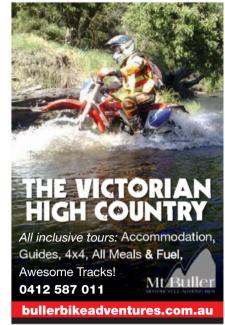
















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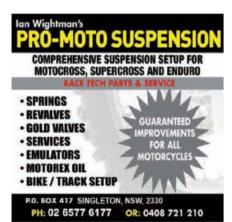














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PR4 MX 240cc	М	4T	920	7	В	\$5295
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RR430	E	4T	940	8	Р	\$12,390
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fanticmotor.com.au (07) 3294 7700



#### TZ 125 ES SCUDERIA

The Fantic 125 Scuderia has a single-cylinder 2T engine with electronic ignition offering dual maps. Fantic is a lesser known brand but has some competitive models.

TZ 125 ES Scuderia	E	2T	940	9.5	1	\$11,250
TZ 250 ES Scuderia	E	2T	934	9.6	P	\$12,950
TZ 300 ES Scuderia	E	2T	934	9.6	P	\$13,450

### Gas Gas

gasgasaustralia.com.au (02) 4648 3366



#### EC300R

The EC300R is stable and light while producing excellent traction. With aggressive-looking graphics, the EC300R is sure to stand out on the trails as well. Stay tuned for more info on the four-stroke models.

E	2T	950	9.5	1	\$9999
E	2T	950	9.5	1	\$10,699
E	2T	950	9.5	- 1	\$10,799
E	2T	950	9.5	Р	\$11,399
E	2T	950	9.5	Р	\$11,599
E	4T	950	9.5	1	\$10,699
E	4T	950	9.5	1	\$11,995
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## Honda

hondamotorcycles.com.au 1300 146 632



#### CRF230F

The CRF230F is perfect for people who just want to trailride. With user-friendly power, a comfortable seat and a lightweight frame, the 230F is a bike that anyone can ride and enjoy.

CRF50F	F	4T	548	2.6	В	\$1899
CRF110F	M	4T	667	4.0	В	\$2999
CRF150R	F	4T	832	4.3	В	\$6499
CRF100F	F	4T	775	5.6	В	\$3599
CRF125F	F	4T	735	4.3	В	\$3499
CRF125FB	F	4T	785	4.3	В	\$3899
CRF150F	F	4T	832	7.2	В	\$5099
CRF150RB	M	4T	866	4.3	1	\$6849
CRF230F	T	4T	872	8.2	В	\$5749
CRF250L	T	4T	875	7.7	1	\$5699
CRF250R	M	4T	951	6.3	- 1	\$10,299
CRF450R	M	4T	952	6.3	P	\$11,299
CRF250X	E	4T	958	7.3	- 1	\$10,690
CRF450X	E	4T	963	7.2	P	\$11,590
CB500X	Α	4T	810	17.3	В	\$7599
VFR800X Crossrunner	A	4T	815	20.8	1	\$14,499
VFR1200X Crosstourer*	A	4T	850	21.5	E	\$17,499

+ \$1000 for DCT version





### Husqvarna

husqvarna-motorcycles.com.au 1800 644 771



Blessed with a sharp-handling and lightweight chassis, the FE 250 makes the most of its highly-tuned 250cc four-stroke engine to attack the toughest of conditions. Electric start is a breeze.

TC 85 SW	M	2T	855	5	- 1	\$7495
TC 85 BW	M	2T	890	5	- 1	\$7495
TC 125	M	2T	992	7.5	1	\$9995
TC 250	M	2T	992	7.5	1	\$10,995
FC 250	M	4T	992	7.5	Р	\$10,995
FC 350	M	4T	992	7.5	P	\$11,695
FC 450	M	4T	992	7.5	Р	\$11,995
TE 125	E	2T	960	11	I	\$10,995
TE 250	E	2T	960	11	- 1	\$12,495
TE 300	E	2T	960	11	Р	\$13,495
FE 350	E	4T	970	9.5	- 1	\$13,995
FE 450	E	4T	970	9	P	\$14,295
FE 501	E	4T	970	9	Р	\$14,495



## **ACTION SPORT CAMERAS**

### Kawasaki

kawasaki.com.au (02) 9684 2585



#### KLX450R

Taking key components from the successful KX450F and adapting them for off-road riding, Kawasaki produces this KLX450R as its 450cc four-stroke enduro offering.

KLX110	F	4T	680	3.8	В	\$2999
KLX110L	F	4T	730	3.8	В	\$3199
KLX140	F	4T	780	5.8	В	\$4799
KLX140L	F	4T	800	5.8	В	\$5199
KLX150L	T	4T	875	7	В	\$4099
KLX250S	T	4T	890	7.7	В	\$6299
KX65	M	2T	760	3.8	1	\$5399
KX85	M	2T	840	5.5	- 1	\$6199
KX85 II	M	2T	870	5.5	1	\$6699
KX250F	M	4T	945	6.1	1	\$9999
KX450F	M	4T	955	6.2	P	\$10,999
KLX450R	E	4T	935	8	Р	\$10,999
KLR650 New Edition	T	890	22.1	I		\$8099

250 EXC-F	E	4T	970	9.5	1	\$12,995
300 EXC	E	2T	960	9.5	Р	\$12,995
350 EXC-F	E	4T	970	9.5	Р	\$13,495
350 XC-F	E	4T	970	9.5	Р	\$12,495
450 EXC	E	4T	970	9.5	Р	\$13,795
500 EXC	E	4T	970	9.5	Р	\$13,995
690 Enduro R	A	4T	935	12	- 1	\$14,395
1190 Adventure	A	4T	875	23	E	\$19,995
1190 Adventure (EDS)	A	4T	890	23	Е	\$22,995
1190 Adventure R	A	4T	890	23	Е	\$22,995
Freeride 350	T	4T	895	5.5	1	\$10,995

## Moto Guzzi

motoguzzi.com.au (02) 9772 2666



#### STELVIO 1200 8V NTX

The Stelvio 1200 8V NTX is Moto Guzzi's entry in the 1200cc adventure market. The Stelvio has a powerful V-twin engine, ABS, traction control and a full catalogue of accessories.

Stelvio 1200 8V NTX	Α	4T	820	32	E	\$21,990

ktm.com.au 1800 644 771



#### **500 EXC**

The 500 EXC is one of the most powerful standard production enduro racing motorcycles available on the market, just ask Toby

50 SX Mini	M	2T	530	2	1	\$3995
50 SX	М	2T	650	2.3	- 1	\$4795
65 SX	М	2T	750	3.5	1	\$6295
85 SX small wheel	М	2T	865	5.1	- 1	\$7495
85 SX big wheel	M	2T	865	5.1	1	\$7495
125 SX (150 to order only)	M	2T	992	7.5	- 1	\$9995
250 SX	M	2T	992	7.5	P	\$10,995
250 SX-F	M	4T	992	7.5	- 1	\$10,995
350 SX-F	M	4T	992	7.5	P	\$11,695
450 SX-F	M	4T	985	7.5	P	\$11,995
200 EXC	E	2T	960	9.5	I	\$10,995
250 EXC	E	2T	960	9.5	P	\$11,995

Odes

downunderdirtbikes.com (07) 4613 0622



#### MCF250E

The Odes MCF250E is a trailbike that is ADR compliant. It features all the goodies from the 450 but with a powerful liquidcooled 250cc engine.

MCF50KB	F	4T	575	3	В	\$925
MCF185TB	F	4T	790	10	В	\$2890
MCF225FB-2	F	4T	895	12	В	\$3300
MCF250E	T	4T	960	8	В	\$5290
MCF450E	E	4T	950	8.5	P	\$5390

Ossa

ossamotorcycles.com.au (02) 6248 0229



#### **EXPLORER**

\*The ADR version will retail for \$8990

Featuring the same reverse-cylinder, direct-injection two-stroke engine seen on Ossa's TR280i trials bike, the Explorer blends enduro and trials sensibilities into one nimble package.

Explorer	T	2T	820	8.6	Р	\$7990*

Sherco

sherco.com.au (03) 8363 1600



#### 300 SE-R

The 2015 Sherco 300 SE-R is sure to be a hit with those looking for something that is not orange, yellow or red. The 300cc twostoke engine packs a serious punch.

250 SE-R	E	2T	950	8.5	I	\$11,590
300 SE-R	E	2T	950	8.5	P	\$11,990
250 SEF-iR	E	4T	950	8.5	- 1	\$12,290
300 SEF-iR	E	4T	950	8.5	Р	\$12,690



## **Shineray**

zuma.com.au (02) 4285 9400



#### XY250GY-2 MX

The XY250GY-2 MX leads the charge for Shineray in the motocross market. It is based around the proven Honda AX1 engine and has fully adjustable suspension.

Scrambler XY150GY	F	4T	840	5.8	В	\$2299
XY250GY-2 MX	M	4T	980	8	В	\$2999
XY250GY-2 Enduro	T	4T	980	8	В	\$4199

## Suzuki

suzukimotorcycles.com.au (03) 9931 0500



#### DR-Z400E

Described as the Clark Kent of trail bikes, Suzuki's DR-Z400E is a low-cost and low-fuss motorcycle, but it will perform like Superman is you decide to give the throttle a good twist.

DR-Z70	F	4T	560	3	В	\$2390
DR-Z125	F	4T	775	4.8	В	\$3690
DR-Z125L	F	4T	805	4.8	В	\$4390
DR-Z250	T	4T	880	10.5	В	\$6990
DR-Z400E	T	4T	935	10	- 1	\$7990
DR-Z400S	T	4T	935	10	- 1	\$7990
DR650SE	T	4T	865	13	1	\$8090
JR80	F	2T	685	4.1	В	\$2590
RM85	M	2T	850	5	1	\$4990
RM85L	M	2T	875	5	1	\$5490
RM-Z250	M	4T	955	6.5	I	\$9990
RM-Z450	M	4T	955	6.2	P	\$10,990
RMX450Z	E	4T	955	6.2	P	\$12,490
V-Strom 650 ABS	A	4T	835	20	- 1	\$11,290
V-Strom 1000 ABS	A	4T	850	20	- 1	\$15,490

MX 85

tmracing.com.au (07) 3376 5729



The 2015 TM 85 MX features a revised ignition program and a new Keihin 28mm carburettor with revised intake manifold for a wider spread of power.

MX 85	M	2T	880	6.5	- 1	\$7350
MX 125	M	2T	960	10	1	\$9890
MX 144	M	2T	960	10	1	\$9999
MX 250	M	2T	960	10	Р	\$10,399
MX 250 Fi	M	4T	950	10	1	\$11,990
MX 300	M	2T	960	10	P	\$10,599
MX 450 Fi	M	4T	950	10	Р	\$12,890
EN 125	E	2T	960	10	- 1	\$10,499
EN 144 (not ADR compliant)	E	2T	960	10	- 1	\$10,699
EN 250	E	2T	960	10	Р	\$11,499
EN 250 Fi	E	4T	950	10	1	\$13,090
EN 300	E	2T	960	10	P	\$11,899
EN 450 Fi	E	4T	950	10	Р	\$13,790
EN 530 Fi	E	4T	950	10	Р	\$13,499

### Triumph

triumphmotorcycles.com.au (03) 9381 9765



#### TIGER 800 XC ABS

The 800 XC builds on the Tiger 800 and gets extra equipment that allows it to keep going when the tarmac stops. The bike also has ABS, meaning that it is big on safety as well.

Tiger 800 ABS	A	4T	845	19	- 1	\$13,890
Tiger 800 XC	A	4T	845	19	- 1	\$15,990
Tiger Explorer ABS	Α	4T	837	20	- 1	\$20,490
Tiger Explorer ABS wire wheels	Α	4T	837	20	E	\$20,990

## Yamaha

yamaha-motor.com.au (02) 9757 0011



#### WR45NF

Yamaha's WR450F is a clear winner on the sales charts. It may not be as slim, fit and agile as some of its peers, but it's a big seller because it can do it all. Dirt bike riders love it, and for good reason.

PW50	F	2T	485	2	В	\$1799
PW80	F	2T	635	5	В	\$2299
TT-R50E	F	4T	555	3	В	\$1999
TT-R110E	F	4T	670	4	В	\$3599
TT-R110LWE	F	4T	805	6	В	\$5199
TT-R125E	F	4T	775	6	В	\$4799
TT-R230	F	4T	870	8	В	\$5599
TT-R230A	F	4T	870	8	В	\$6299
TT-R250	T	4T	910	10	В	\$7299
YZ85	M	2T	864	5	- 1	\$5899
YZ85LW	M	2T	904	5	- 1	\$6399
YZ125	M	2T	973	8	- 1	\$8699
YZ250	M	2T	976	8	P	\$9999
YZ250F	M	4T	965	6.4	- 1	\$10,999
YZ250FX	XC	4T	965	7.5	- 1	\$11,499
YZ450F	M	4T	965	6	Р	\$11,999
YZ450F SE	М	4T	965	6	Р	\$12,099
WR250F	E	4T	965	7.5	- 1	\$11,999
WR250R	Α	4T	930	8	В	\$7999
WR450F	E	4T	960	7.2	- 1	\$12,999
XT250	T	4T	810	10	В	\$6299
XT660R	Α	4T	865	15	- 1	\$11,499
XT660Z Ténéré	Α	4T	865	23	- 1	\$13,999
XT1200Z Super Ténéré	Α	4T	845	23	E	\$19,990
Super Ténéré Outback Edition	Α	4T	845	23	E	\$21,990

### Zuma

zuma.com.au (02) 4285 9400



#### ZUMA T110

Aimed at 8 to 13-year-old riders, Zuma's T110 features electric start (with back-up lever) and an easy-to-use semi-automatic transmission. The bike also comes with a three-month warranty.

ZRF70 Pro Junior	F	4T	585	3	В	\$898
Zuma T110	F	4T	680	3	В	\$1098
KTX125cc	F	4T	805	3	В	\$1198

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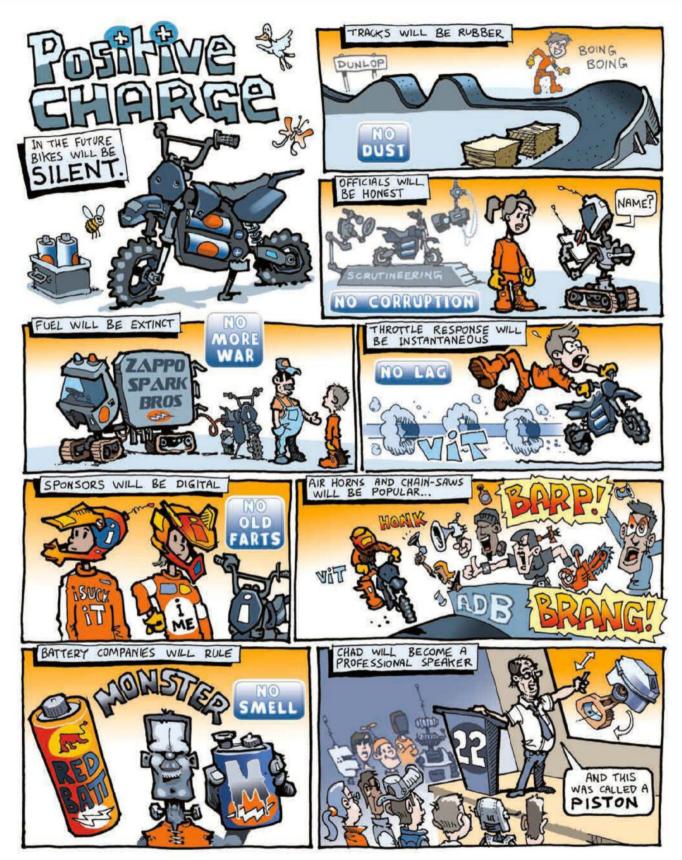
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